

S. PORTLAND

STATE OF MAINE STATE HIGHWAY COMMISSION



SOUTH PORTLAND CUMBERLAND COUNTY

MAINE FEDERAL AID INTERSTATE
PROJECT NO. 1-295-3(47) 45

TOTAL LENGTH 1.723 MILES

A GRADING, DRAINAGE, BASE AND
PAVING PROJECT

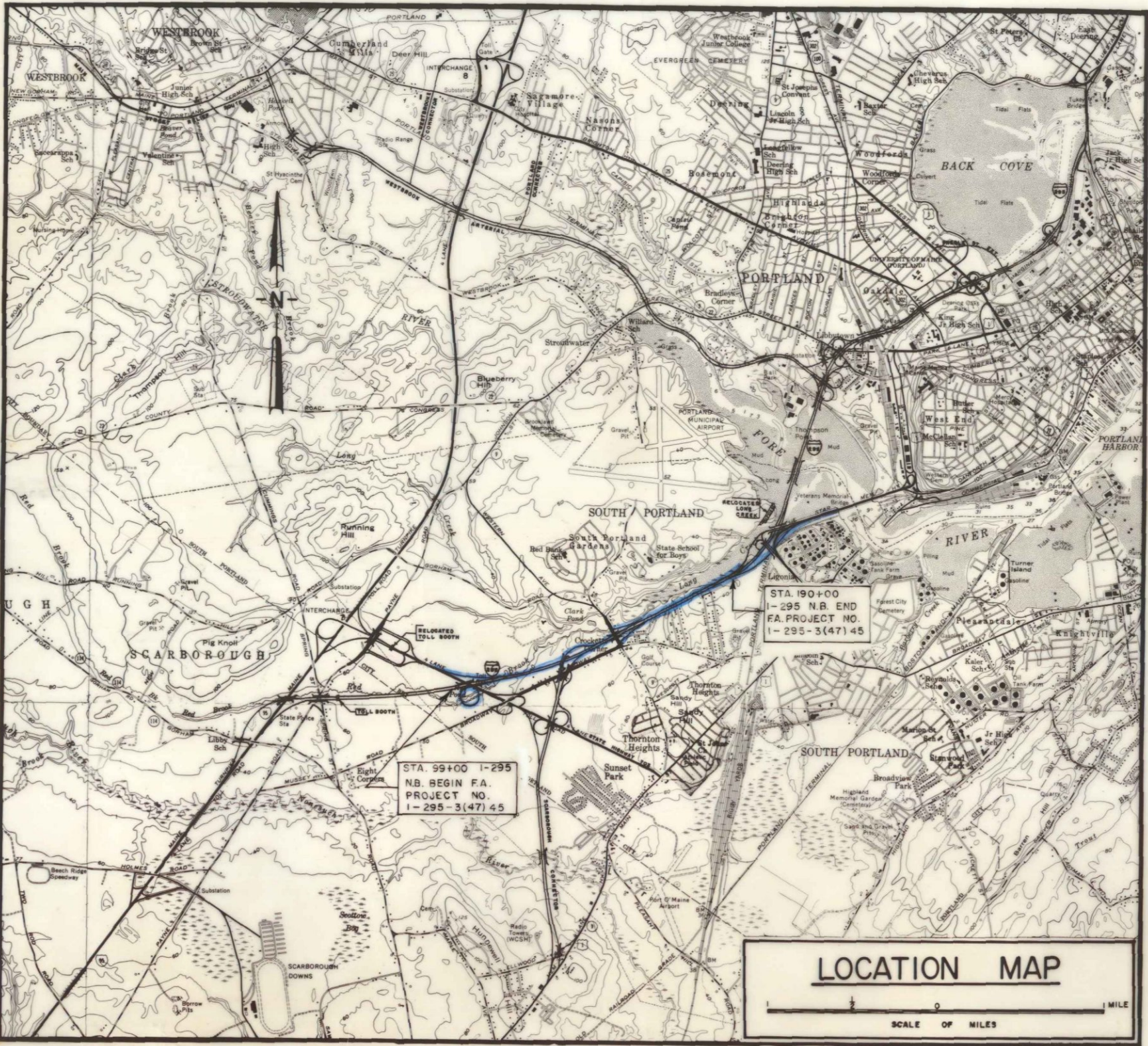
COMPLETED 1972

CONVENTIONAL SIGNS

COUNTY LINES	----	TRAVELLED WAY - PROPOSED	=====
TOWN LINES	----	UNDERGROUND UTILITIES - EXISTING	----
PROPERTY LINES	----	UNDERGROUND UTILITIES - PROPOSED	----
R/W LINES - EXISTING	----	RAILROAD - SINGLE TRACK	----
R/W LINES - NEW - ACCESS CONTROL	----	RAILROAD - DOUBLE TRACK	----
R/W LINES - NEW - NO ACCESS CONTROL	----	UTILITY POLE - EXISTING	+
CULVERT - EXISTING	----	UTILITY POLE - JOINT OCCUPANCY	+
CULVERT - PROPOSED	----	PROPOSED UTILITY POLE - TEMPORARY	X
CURBING - EXISTING	----	PROPOSED UTILITY POLE - PERMANENT	X
CURBING - PROPOSED	----	TREES	+
TRAVELLED WAY - EXISTING	=====	WOODS	=====

INDEX OF SHEETS

SHEET NO.	TITLE
1	TITLE SHEET
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9	QUANTITIES & BORROW SUMMARY
10	DRAINAGE
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20-24A	SPECIAL DETAILS
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43-45	CROSS SECTIONS TPK.6, SR. 703, TPK.5
46-49	GUARD RAIL PADS 1-295 WS-2
50-52	SP-1
53-56	SP-S (US RTE.1)
57-59	TEMPORARY RAMP



SCALES: { PLANS ----- 1" = 50'
PROFILES ----- VERT. 1" = 5'
HORIZ. 1" = 50'
CROSS SECTIONS ----- 1" = 100' } OR AS SHOWN

TRAFFIC DATA		
	RTE. 703 - WESTBROOK ST.	WESTBROOK ST. - RTE. 1 INTERCHANGE
A.D.T. 1970	14,240	19,400
A.D.T. 1990	27,000	35,390
D.H.V.	2,700	3,539
T. (%)	7	7
D. (%)	60	60
V.	50	50
P.S.D. (%)	N/A	N/A
18 KIPS	351	588

NOTE
ALL WORK CONTEMPLATED UNDER THIS CONTRACT
SHALL BE GOVERNED BY AND IN CONFORMITY WITH
THE STANDARD SPECIFICATIONS (REVISION OF JUNE
1968 AND SUPPLEMENTS THERETO, EXCEPT AS MOD-
IFIED ON THE PLANS AND IN THE SPECIAL PROVIS-
IONS.

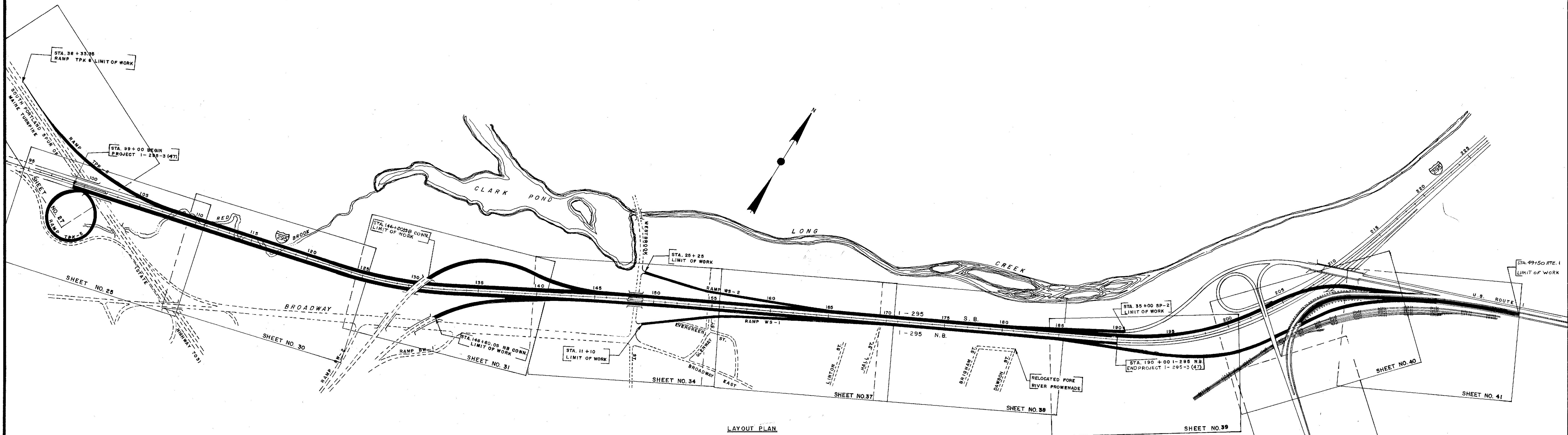
APPROVED:
MAINE STATE HIGHWAY COMMISSION
David H. Stevens
CHAIRMAN
Robert G. Lachance
Steven D. Shaw
Sylvester L. Poor
CHIEF ENGINEER

DATE
9-16-70
9-16-70
9-16-70
9-16-70



DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
REGION 1
APPROVED:
DIVISION ENGINEER
DATE

PROJECT INFORMATION LAYOUT SHEET



GENERAL NOTES

1. THE UTILITIES INVOLVED IN THE CONTRACT ARE:
CENTRAL MAINE POWER CO.
2. ALL UTILITY FACILITIES SHALL BE ADJUSTED BY THE
RESPECTIVE UTILITIES UNLESS NOTED.
3. REMOVAL, ABANDONMENT OR OBSTRUCTING ANY EXISTING
DRAINAGE MUST FIRST BE APPROVED BY THE ENGINEER.
4. THE REFERENCE DATUM FOR ALL ELEVATIONS IS MEAN
SEA LEVEL.
5. GRUBBING IN FILLS WILL BE REQUIRED WHEN THE SUB-
GRADE IS WITHIN 5 FEET OF THE EXISTING GROUND IN
FIELDS. ALL GRUBBING SHALL BE TO A DEPTH OF 6 INCHES.
6. LANDSCAPING:
LOAMING I-295 MEDIAN SHALL BE 4 INCHES DEEP AND SHALL
BE SEEDED BY SEEDING METHOD NO. 1
LOAMING OF SP-1 STA 29+31 TO STA 38+27.60 RT., TEMPORARY
RAMP AND I-295 SB STA 198+00 TO STA 203+50 LT. AND RT.
SHALL BE 2 INCHES DEEP AND SHALL BE SEEDED BY
SEEDING METHOD NO. 2
LOAMING OF ALL OTHER SLOPES SHALL BE 3 INCHES DEEP

- AND SHALL BE SEEDED BY SEEDING
METHOD NO. 2.
HAY MULCH SHALL BE APPLIED TO ALL
SEEDED AREAS.
7. REINFORCED CONCRETE PIPE SHALL BE
CLASS III UNLESS OTHERWISE NOTED.

LAYOUT PLAN
SCALE: 1" = 400'

STATE HIGHWAY COMMISSION

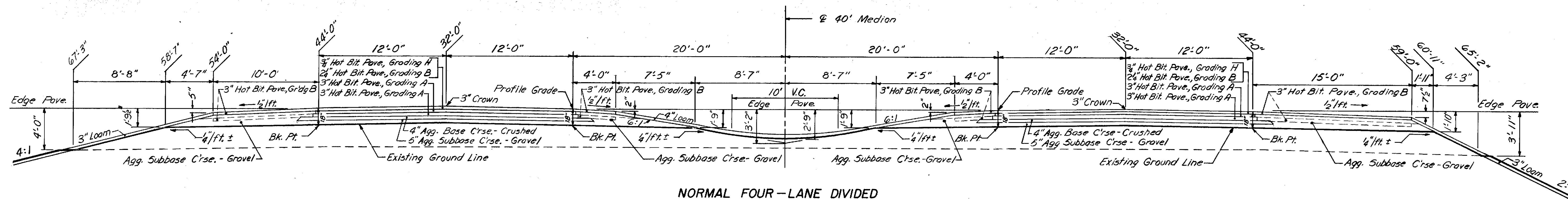
GENERAL PROJECT INFORMATION
LAYOUT PLAN
GENERAL NOTES

AUGUSTA, MAINE

DATE	3/7/72
BY	JAT
DESIGN - DETAILED	
CHECKED	
REVISIONS	
FIELD CHANGES	
PLANS	

3" HOT BITUMINOUS PAVEMENT

B. P. R. REV. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-295-3(47)	3	59



NORMAL FOUR-LANE DIVIDED

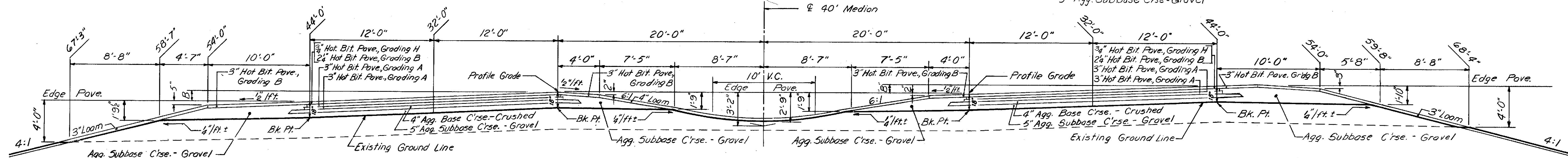
10 FT SHOULDER
Agg. Subbase Course - Gravel = 47.47 C.Y./100 L.F.
* TEMPORARY PAVEMENT SECTION (Dashed lines)
3" Hot Bit. Pave., Grading B
Agg. Subbase Crse. - Gravel

24' PAVEMENT - Southbound
4"x29' Agg. Base Course - Crushed = 35.39 C.Y./100 L.F.
5" Agg. Subbase Course - Gravel = 37.04 C.Y./100 L.F.
* Sta. 109+00 to Sta. 115+00
Sta. 133+50 to Sta. 148+00
* TEMPORARY PAVEMENT SECTION
1 1/2" Hot Bit. Pave., Grading C
1 1/2" Hot Bit. Pave., Grading B
4" Agg. Base Crse. - Crushed
5" Agg. Subbase Crse. - Gravel

2-4' SHOULDERS
Agg. Subbase Course - Gravel = 58.58 C.Y./100 L.F.
* TEMPORARY PAVEMENT SECTION (Dashed lines)
Sta. 109+00 to Sta. 118+00

24' PAVEMENT - Northbound
4"x29' Agg. Base Course - Crushed = 35.39 C.Y./100 L.F.
5" Agg. Subbase Course - Gravel = 37.04 C.Y./100 L.F.
* Sta. 99+00 to S.R. 203 Bridge
* S.R. 203 Bridge to Sta. 115+00
Sta. 133+50 to Sta. 148+00
* TEMPORARY PAVEMENT SECTION
1 1/2" Hot Bit. Pave., Grading C
1 1/2" Hot Bit. Pave., Grading B
4" Agg. Base Crse. - Crushed
5" Agg. Subbase Crse. - Gravel

15 FT. SHOULDER
Agg. Subbase Course - Gravel = 59.98 C.Y./100 L.F.
* Sta. 114+50 to Sta. 116+00 Rt.
* Sta. 115+00 to Sta. 118+50 Lt.
Sta. 145+20 to Sta. 148+02 Lt.
Sta. 140+40 to Sta. 147+97 Rt.
* TEMPORARY PAVEMENT SECTION (Dashed lines)
3" Hot Bit. Pave., Grading B
Agg. Subbase Crse. - Gravel



SUPERELEVATED FOUR-LANE DIVIDED

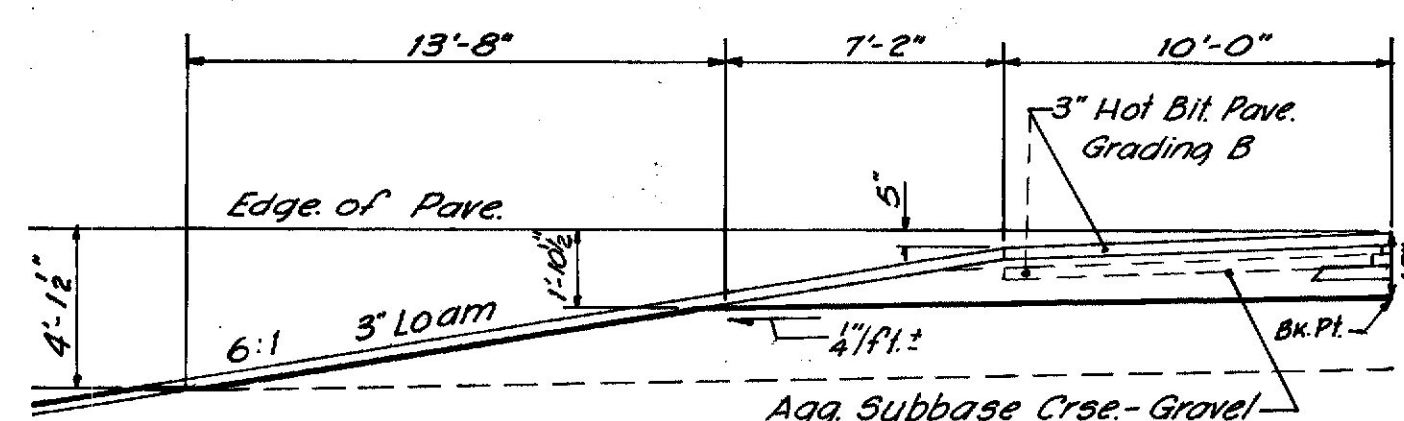
10 FT. SHOULDER - NORMAL 4:1
Agg. Subbase Course - Gravel = 47.47 C.Y./100 L.F.
* Sta. 109+00 to Sta. 109+27 Lt.
* Sta. 110+85 to Sta. 113+75 Rt.
Sta. 119+25 to Sta. 142+26 Lt.
Sta. 132+50 to Sta. 136+69 Rt.

24' PAVEMENT - Southbound
4"x29' Agg. Base Course - Crushed = 35.39 C.Y./100 L.F.
5" Agg. Subbase Course - Gravel = 37.04 C.Y./100 L.F.
Sta. 119+00 to Sta. 133+50 B=6"
Sta. 190+00 to Sta. 198+00 B=11"
* Sta. 115+00 to Sta. 118+00 B=6"

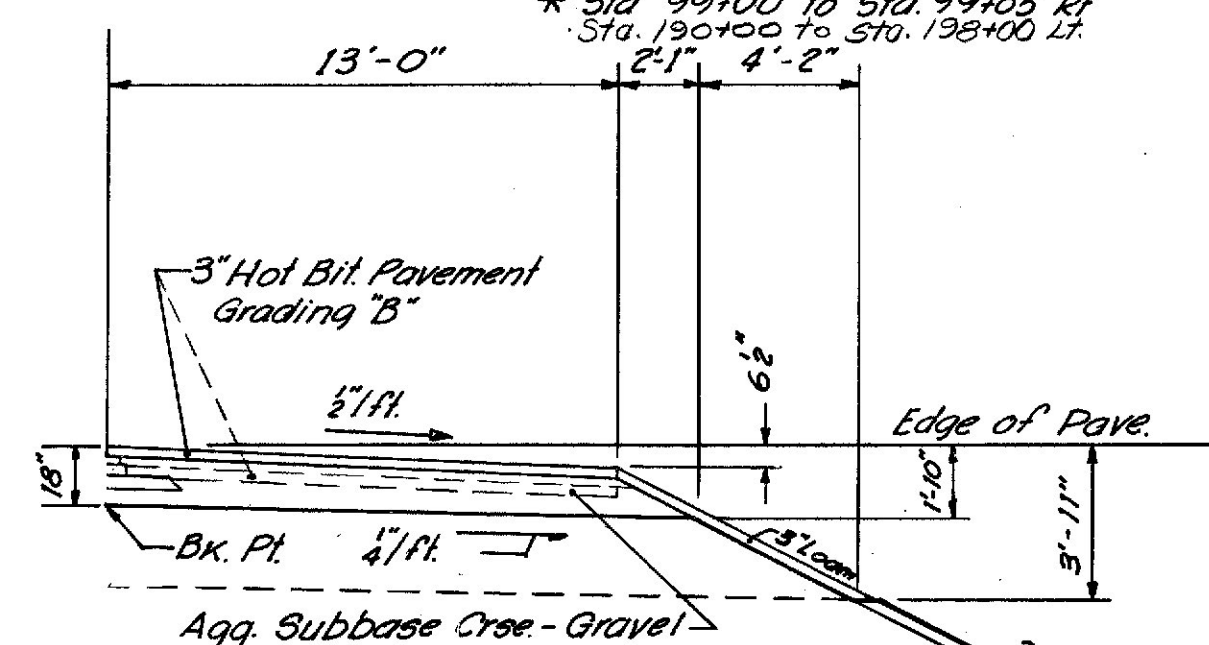
2-4' SHOULDERS
Agg. Subbase Course - Gravel = 58.58 C.Y./100 L.F.
Sta. 119+00 to Sta. 128+25
Sta. 131+25 to Sta. 146+69
1-4 FT. SHOULDER
Agg. Subbase Crse. - Gravel = 29.29 C.Y./100 L.F.

24' PAVEMENT - Northbound
4"x29' Agg. Base Course - Crushed = 35.39 C.Y./100 L.F.
5" Agg. Subbase Course - Gravel = 37.04 C.Y./100 L.F.
Sta. 119+00 to Sta. 133+50 B=6"
* Sta. 115+00 to Sta. 118+00 B=6"

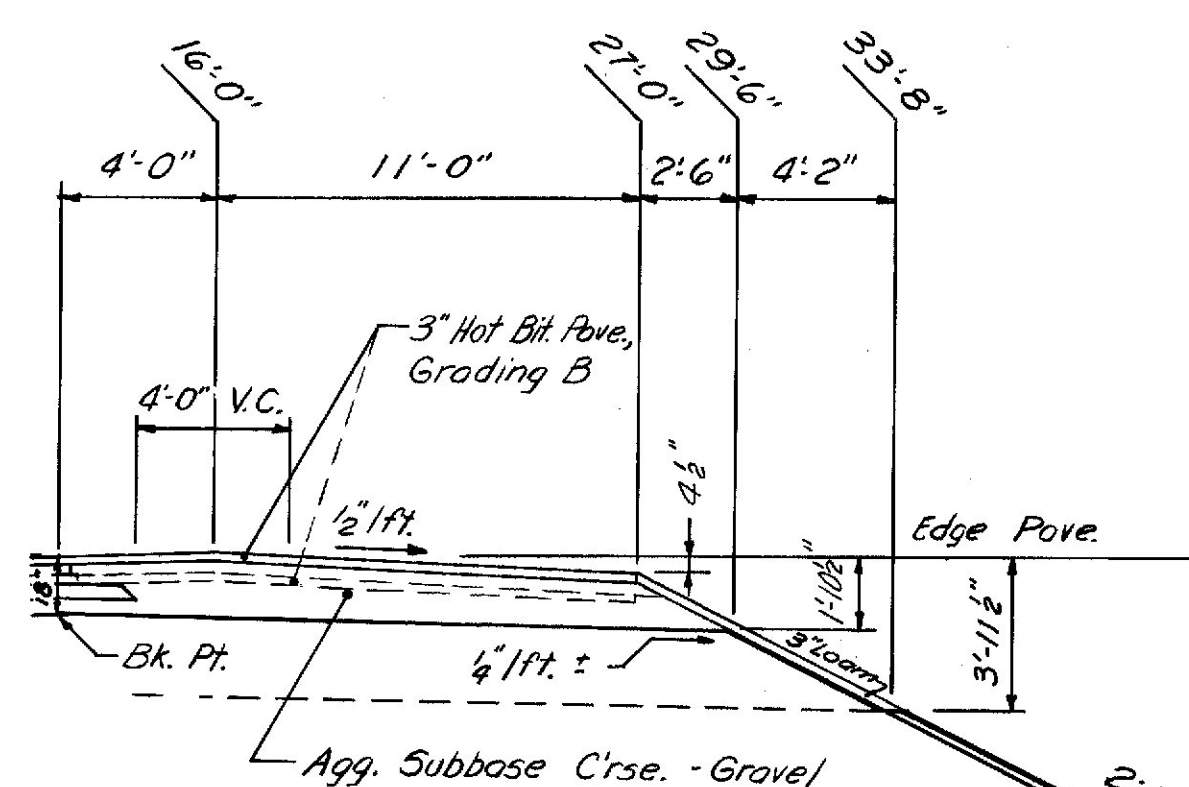
10 FT. SHOULDER - HIGH SIDE
Agg. Subbase Course - Gravel = 59.79 C.Y./100 L.F.
Sta. 118+00 to Sta. 132+50 Rt.



10 FT. SHOULDER - LOW SIDE 6:1
Agg. Subbase Crse. - Gravel = 52.23 C.Y./100 L.F.
* Sta. 99+00 to Sta. 99+85 Rt.
Sta. 190+00 to Sta. 198+00 Lt.

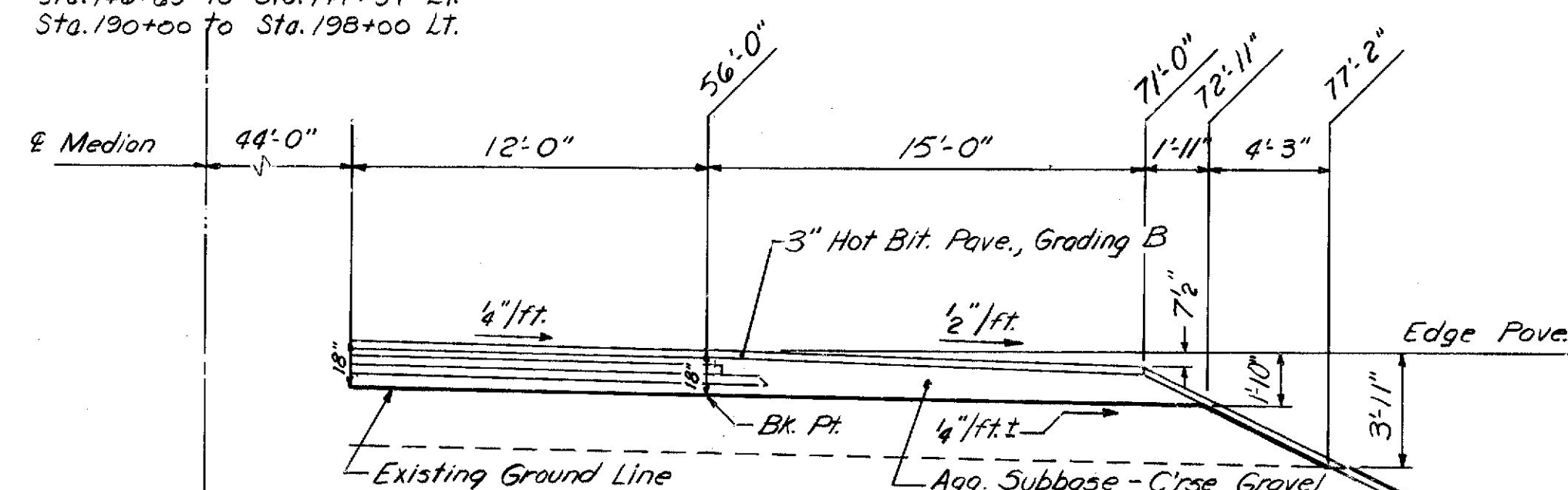


13 FT. SHOULDER - LOW SIDE
Agg. Subbase Course - Gravel = 54.32 C.Y./100 L.F.
* Sta. 102+75 to Sta. 109+00 Rt.



15 FT. SHOULDER - HIGH SIDE - 2:1
Agg. Subbase Course - Gravel = 74.99 C.Y./100 L.F.
* Sta. 116+00 to Sta. 117+50 Rt.

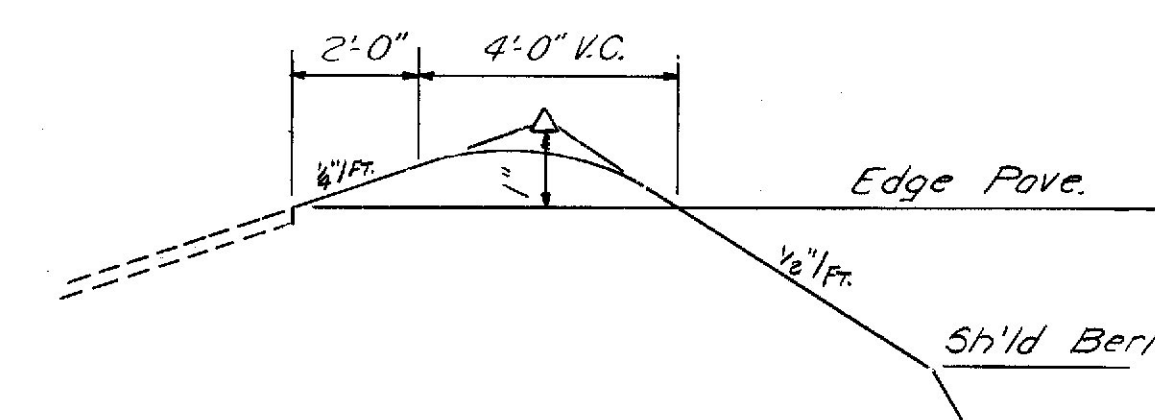
* Sta. 102+07 to Sta. 109+00 Rt.
Sta. 128+25 to Sta. 128+50 Lt.
Sta. 131+00 to Sta. 131+25 Rt.
Sta. 146+69 to Sta. 147+97 Lt.
Sta. 190+00 to Sta. 198+00 Lt.



SPEED CHANGE LANE WITH 15' SHOULDER

12' PAVEMENT
4" Agg. Base Course - Crushed = 14.81 C.Y./100 L.F.
5" Agg. Subbase Course - Gravel = 18.52 C.Y./100 L.F.
Sta. 140+40 to Sta. 147+95 Rt.
Sta. 145+20 to Sta. 148+02 Lt.

15' SHOULDER - GUARD RAIL
Agg. Subbase Course - Gravel = 59.98 C.Y./100 L.F.



TYPICAL 4' VERTICAL CURVE FOR ALL SUPERELEVATED ROUNDED SHOULDERS

MAINE STATE HIGHWAY COMMISSION
AUGUSTA, MAINE

TYPICAL SECTIONS

I-295

STA. 99+00 - STA. 148+00
STA. 190+00 - STA. 198+00

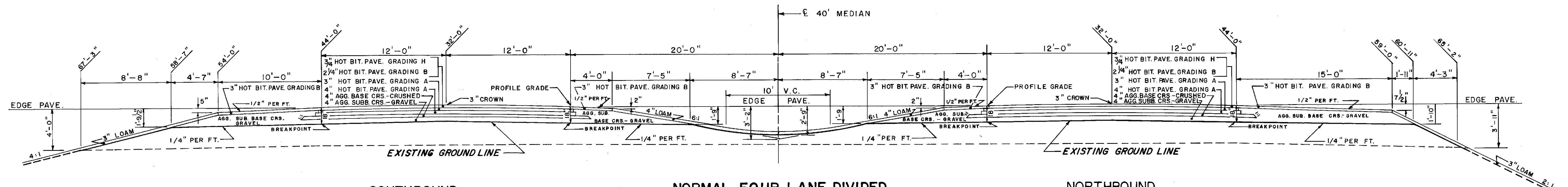
HOWARD, NEEDLES, TAMMEN & BERGENDOFF
CONSULTING ENGINEERS

NEW YORK BOSTON KANSAS CITY

I-295 SOUTH PORTLAND

3" HOT BITUMINOUS PAVEMENT

B. P. R.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	1-295-3(47)	4	59



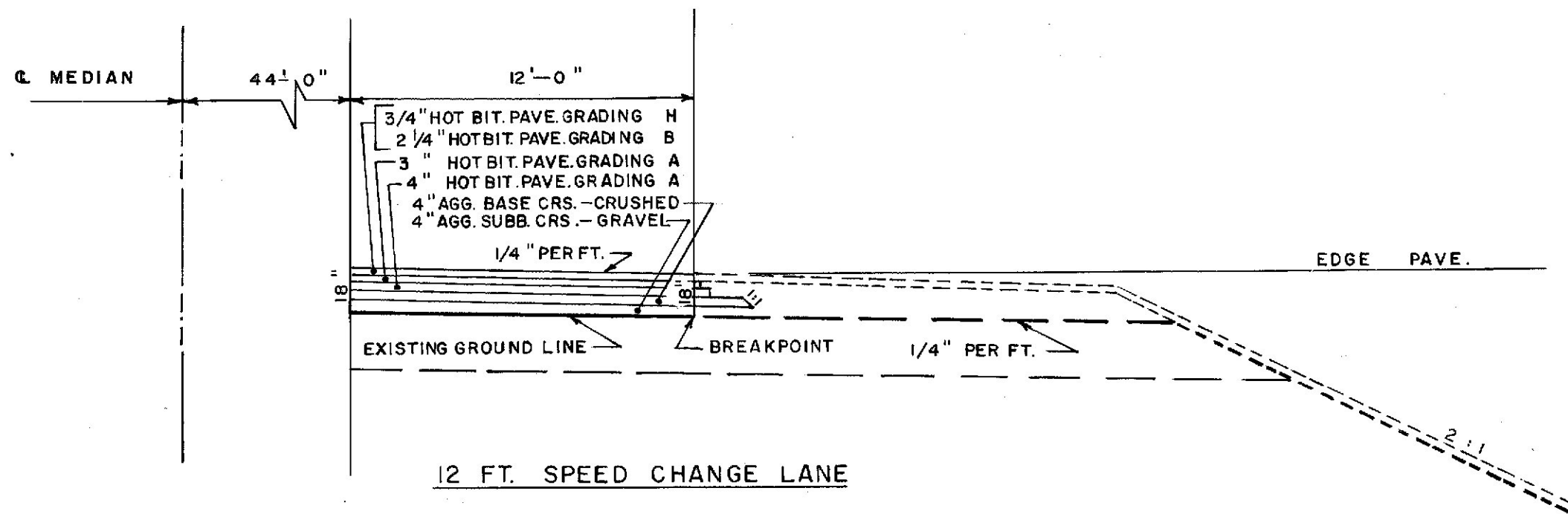
10' SHOULDER
AGG. SUBBASE COURSE - GRAVEL = 47.32 C.Y. PER 100 L.F.
STA. 152 + 96 TO STA. 158 + 50 RT.
STA. 154 + 27.4 TO STA. 159 + 53 LT.
STA. 165 + 25 TO STA. 172 + 50 LT.
STA. 176 + 75 TO STA. 179 + 00 LT.

SOUTHBOUND
24' PAVEMENT
4" x 29' AGG. BASE COURSE - CRUSHED = 35.39 C.Y. PER 100 L.F.
4" AGG. SUBBASE COURSE - GRAVEL = 29.63 C.Y. PER 100 L.F.
STA. 149 + 13 TO STA. 190 + 00

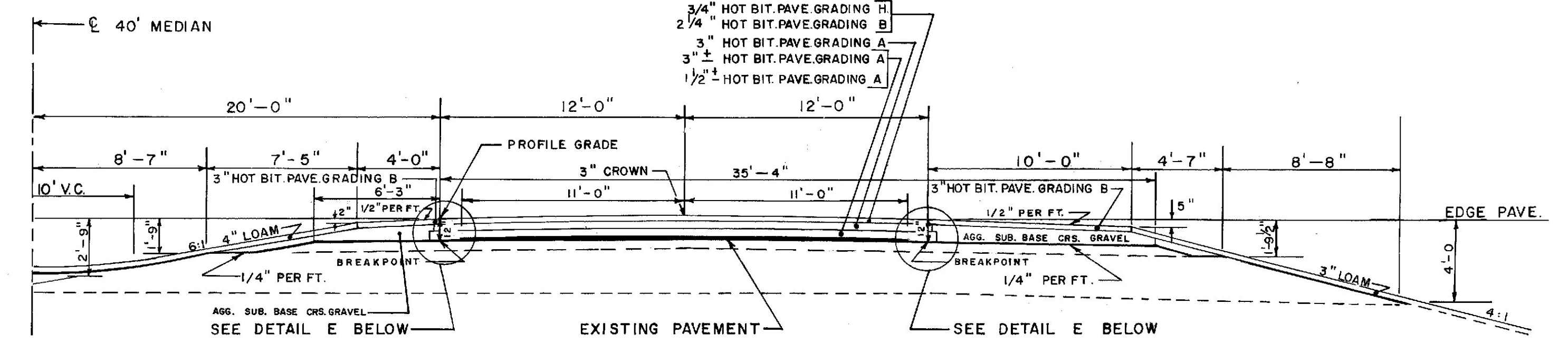
NORMAL FOUR LANE DIVIDED
2-4' SHOULDERS
AGG. SUBBASE COURSE - GRAVEL = 58.28 C.Y. PER 100 L.F.
STA. 150 + 41 TO STA. 162 + 50
1-4' SHOULDER
AGG. SUBBASE COURSE - GRAVEL = 29.14 C.Y. PER 100 L.F.
STA. 149 + 13 TO STA. 150 + 41 RT.
STA. 162 + 50 TO STA. 190 + 00 LT.

NORTHBOUND
24' PAVEMENT
4" x 29' AGG. BASE COURSE - CRUSHED = 35.39 C.Y. PER 100 L.F.
4" AGG. SUBBASE COURSE - GRAVEL = 29.63 C.Y. PER 100 L.F.
STA. 149 + 13 TO STA. 162 + 50

15' SHOULDER
AGG. SUBBASE COURSE - GRAVEL = 59.83 C.Y. PER 100 L.F.
STA. 149 + 13 TO STA. 152 + 46 RT.
STA. 149 + 13 TO STA. 153 + 52.4 LT.
STA. 173 + 00 TO STA. 176 + 00 LT.
STA. 179 + 50 TO STA. 179 + 80 LT.



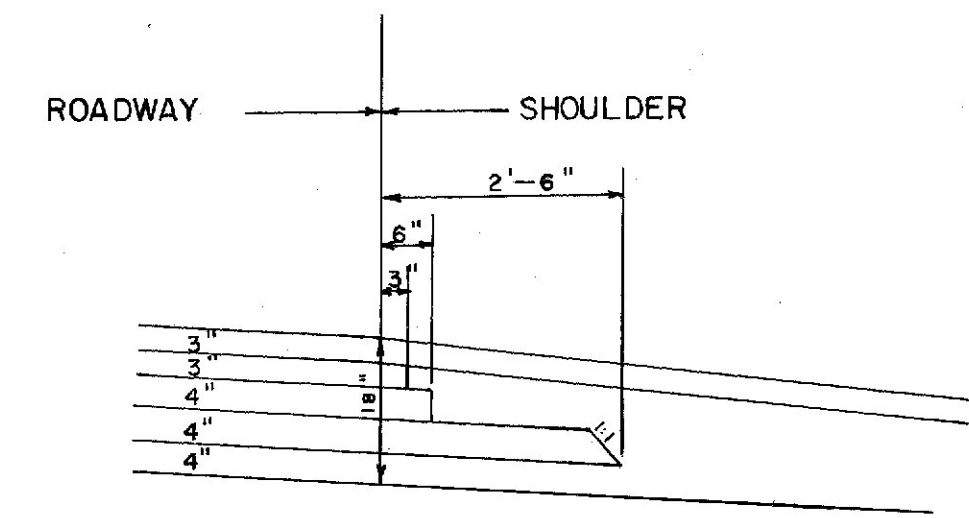
12 FT. SPEED CHANGE LANE
4" AGG. BASE COURSE - CRUSHED = 14.81 C.Y. PER 100 L.F.
4" AGG. SUBBASE COURSE - GRAVEL = 14.81 C.Y. PER 100 L.F.
STA. 149 + 13 TO STA. 152 + 00 RT.
STA. 149 + 13 TO STA. 153 + 00 LT.



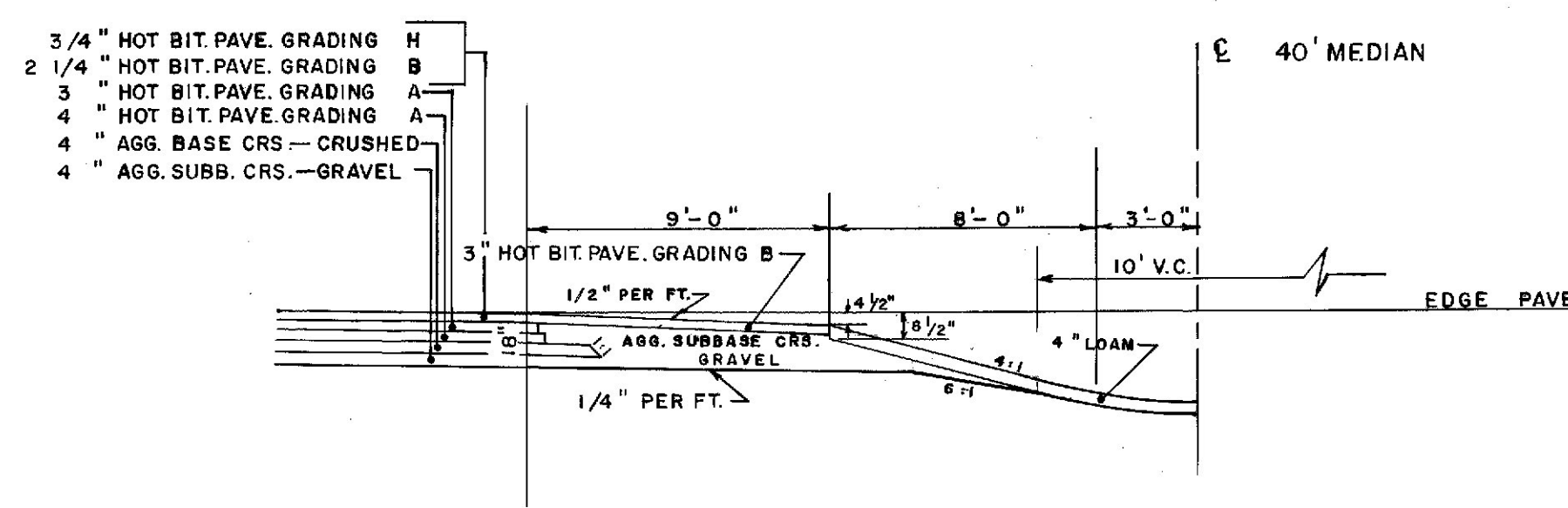
1-4' SHOULDER
AGG. SUBBASE COURSE - GRAVEL = 15.62 C.Y. PER 100 L.F.
STA. 162 + 50 TO STA. 190 + 20 LT.

24' PAVEMENT OVER EXISTING 22' PAVEMENT
STA. 162 + 50 TO STA. 190 + 20

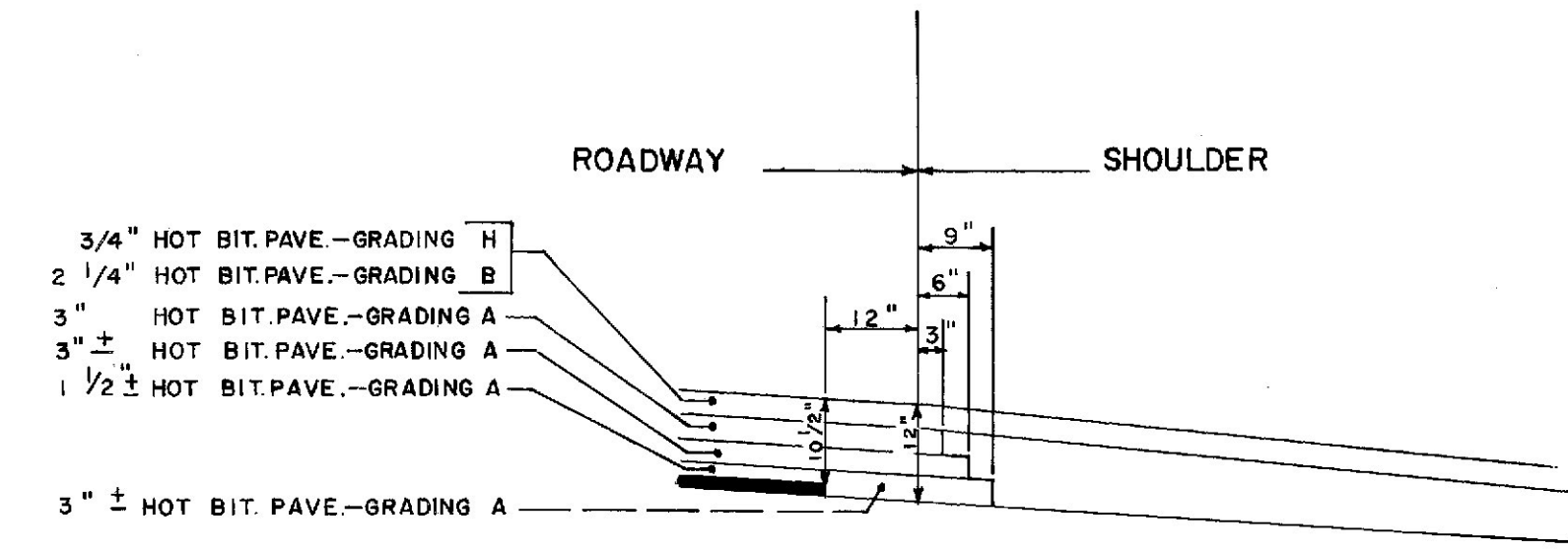
10' SHOULDER
AGG. SUBBASE COURSE - GRAVEL = 27.33 C.Y. PER 100 L.F.
STA. 169 + 50 TO STA. 184 + 61.4 RT.



TYPICAL FOR ALL ROADWAYS WITH 10" PAVEMENT DEPTHS EXCEPT WHERE EXISTING PAVEMENT IS LOCATED.



9' SHOULDER - NORMAL
AGG. SUBBASE COURSE - GRAVEL = 47.87 C.Y. PER 100 L.F.
STA. 149 + 13 TO STA. 149 + 66 LT.



DETAIL E

STATE HIGHWAY COMMISSION

TYPICAL SECTIONS
1-295
STA. 149 + 13 - STA. 190 + 00

SHEET OF AUGUSTA, MAINE

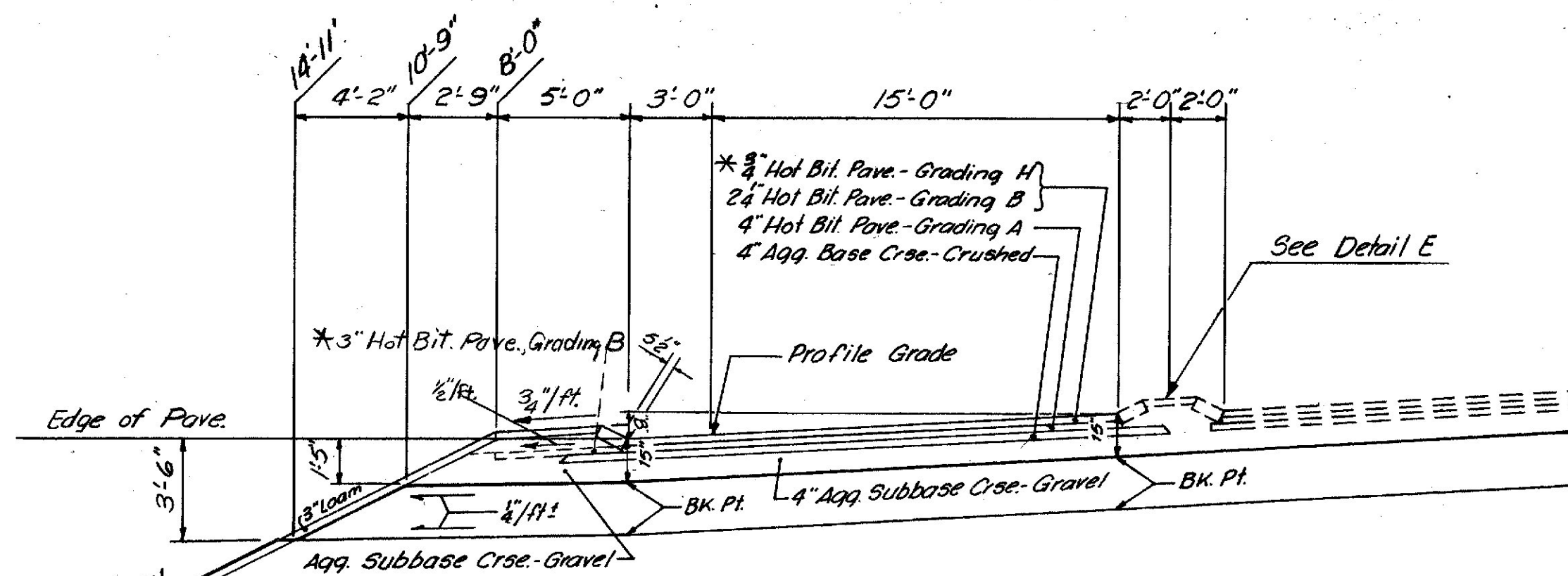
1-295 SOUTH PORTLAND

BY	DATE
J. F. T.	4/16/74
DESIGN - DETAILED	
CHECKED	
REVISIONS	
FIELD CHANGES	

PLANS

3" HOT BITUMINOUS PAVEMENT

B. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-295 347	5	59



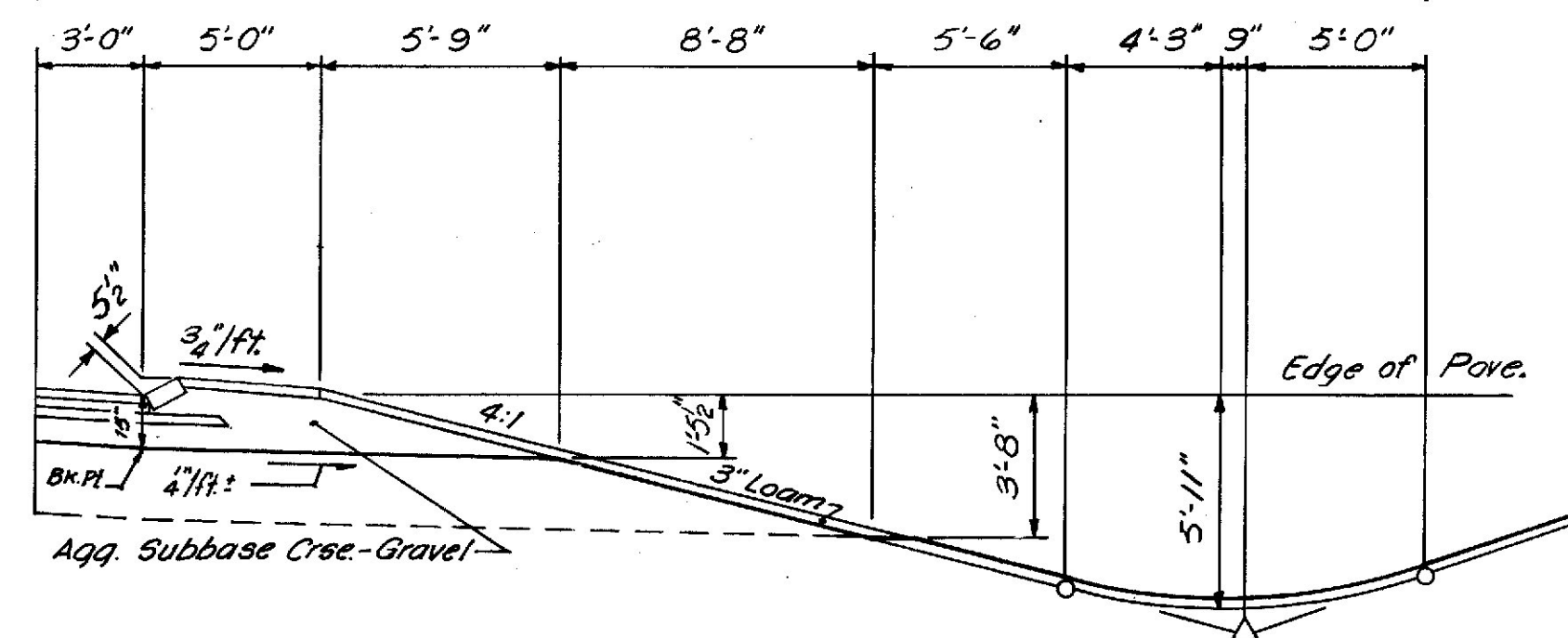
5 FT. EARTH BERM RAMP TPK-5 R=225' B=10"

Agg. Subbase Crse.-Gravel= 27.89 C.Y./100 L.F.
 4" x 20' Agg. Base Crse.-Crushed= 24.28 C.Y./100 L.F.
 4" Agg. Subbase Crse.-Gravel= 18.33 C.Y./100 L.F.
 Sta. 2+50 to Sta. 3+50 Rt.
 *Sta. 6+50 to Sta. 14+14 Rt. (Temp. Pave. Sect. Dashed line)

*** TEMPORARY PAVEMENT SECTION**

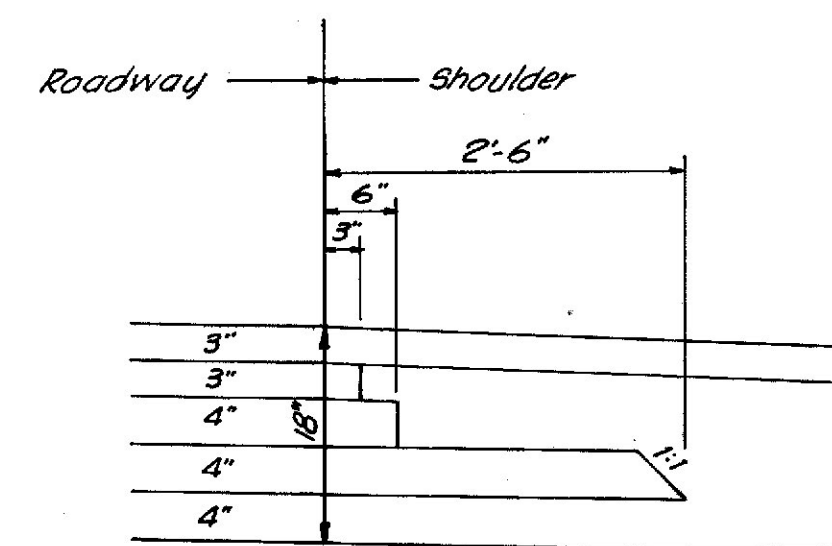
2" Hot Bit. Pave.-Grading C
 2" Hot Bit. Pave.-Grading B
 4" Agg. Base Crse.-Crushed
 4" Agg. Subbase Crse.-Gravel
 Sta. 6+50 to Sta. 14+00

24" Agg. Subbase Crse.-Sand= 4.85 C.Y./100 L.F.
 4" Agg. Base Crse.-Crushed= 1.22 C.Y./100 L.F.
 4" Agg. Subbase Crse.-Gravel= 1.22 C.Y./100 L.F.
 N.B. Sta. 49+00 S.R. 703 to Sta. 2+50



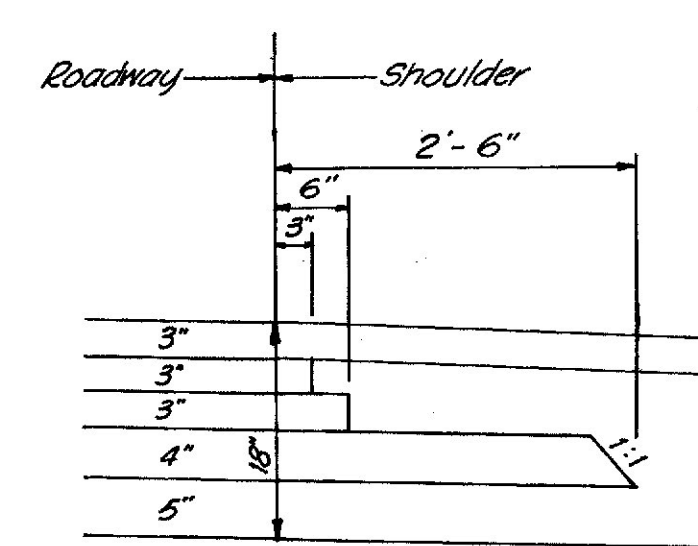
RAMP TPK-5 - 5 FT. EARTH BERM

Agg. Subbase Crse.-Gravel= 34.99 C.Y./100 L.F.
 Sta. 0+65 to Sta. 2+00 Rt.
 Sta. 4+00 to Sta. 6+00 Rt.



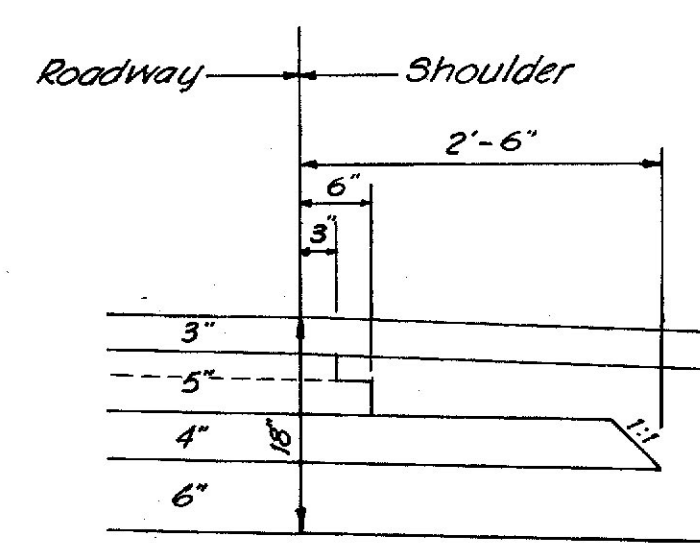
DETAIL A

I-295-N. Abut. Westbrook St. Bridge to Sta. 190+00



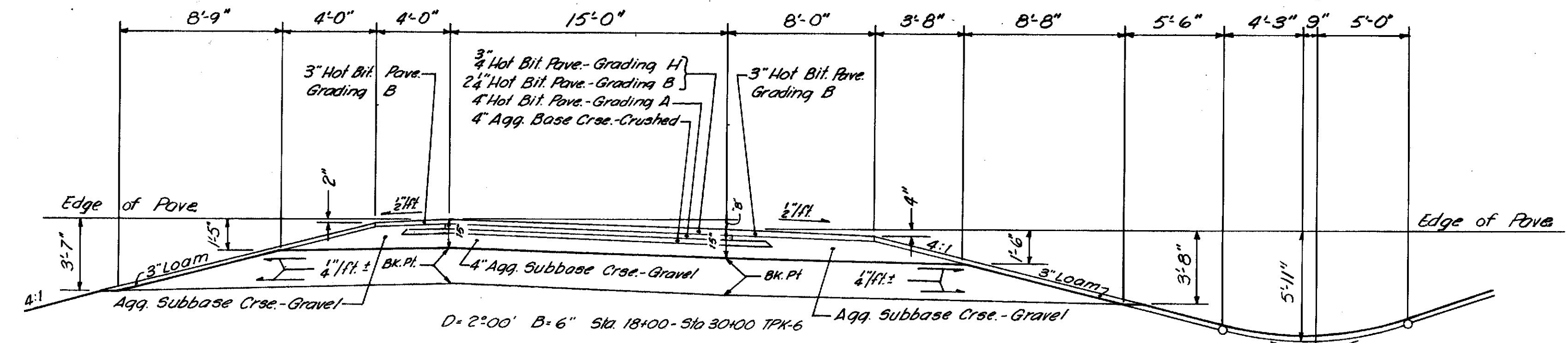
DETAIL B

Rte. 1 Conn.-N. Abut. S.R. 703 Bridge North to I-295
 I-295-N. Abut. S.R. 703 Bridge to S. Abut. Westbrook St. Bridge



DETAIL C

Ramps WS-1 & WS-2



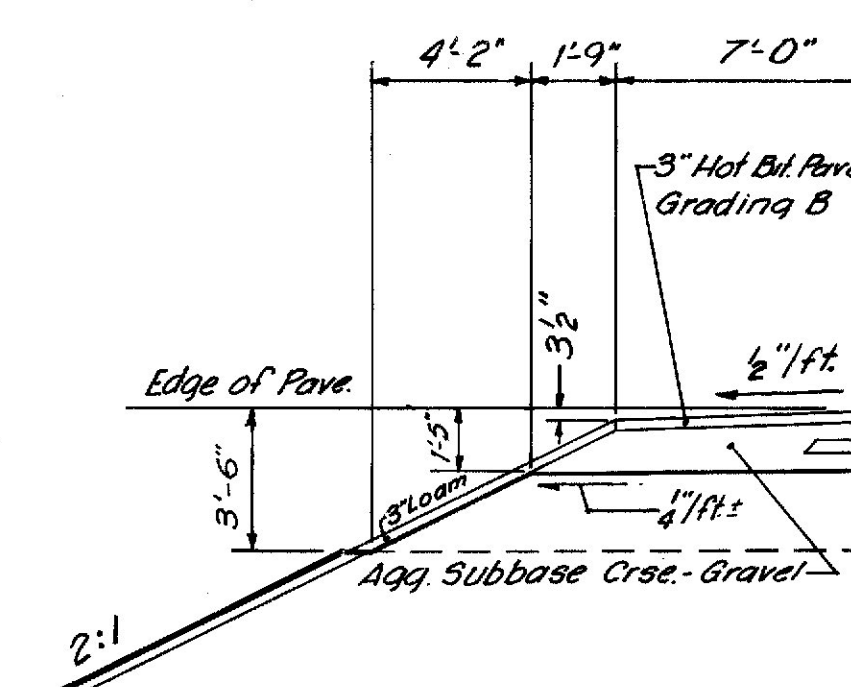
4 FT. SHOULDER - HIGH & LOW SIDE

Agg. Subbase Crse.-Gravel= 17.80 C.Y./100 L.F.
 Ramp TPK-6 Sta. 15+72 to Sta. 30+23 Lt.
 Ramp TPK-5 Sta. 4+00 to Sta. 4+62 Lt.

RAMP

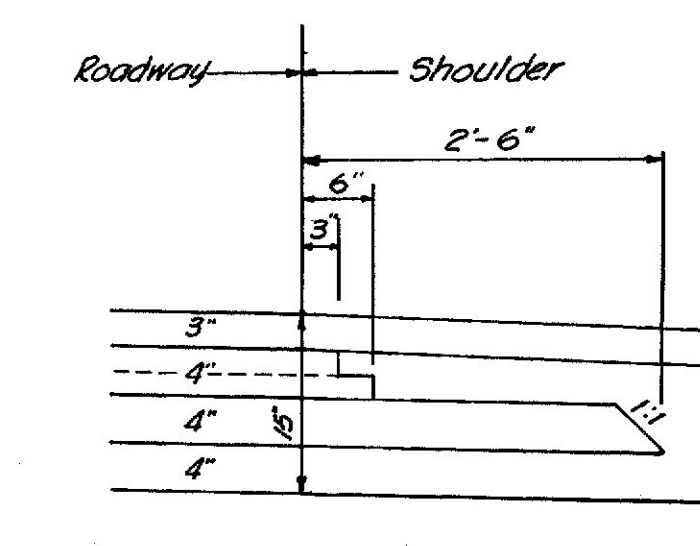
4" x 20' Agg. Base Crse.-Crushed= 24.28 C.Y./100 L.F.
 4" Agg. Subbase Crse.-Gravel= 18.33 C.Y./100 L.F.
 Sta. 17+50 to Sta. 26+00 TPK-6

4" Agg. Base Crse.-Crushed= 1.21 C.Y./100 L.F.
 4" Agg. Subbase Crse.-Gravel= 1.22 C.Y./100 L.F.
 24" Agg. Subbase Crse.-Sand= 4.85 C.Y./100 L.F.
 Sta. 26+00 TPK-6 to Sta. 39+00 S.B. S.R. 703



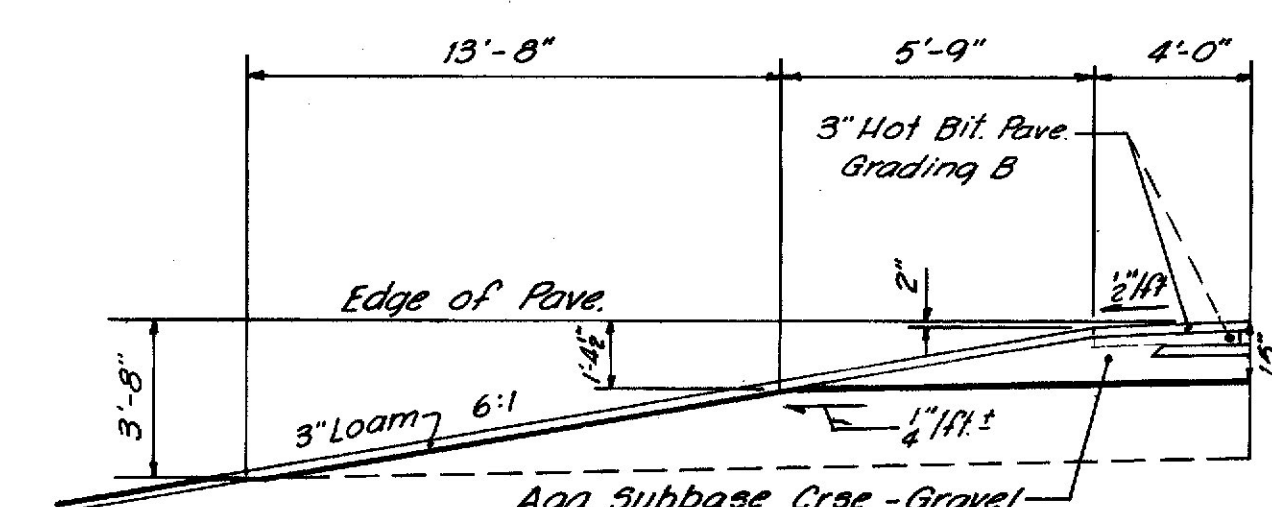
7 FT. SHOULDER-HIGH SIDE

Agg. Subbase Crse.-Gravel= 23.41 C.Y./100 L.F.
 Ramp TPK-5 Sta. 1+70 to Sta. 3+50 Lt.



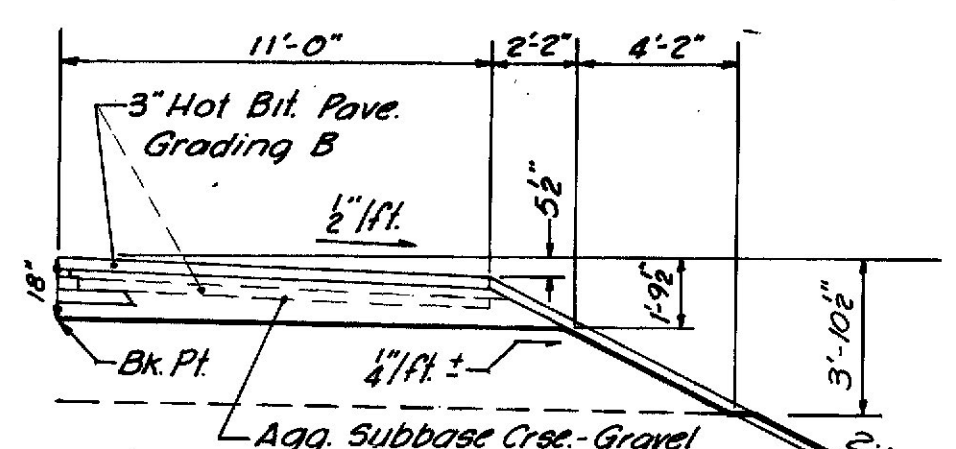
DETAIL D

Ramps TPK-5 & TPK-6



4 FT. SHOULDER-HIGH or LOW SIDE

Agg. Subbase Crse.-Gravel= 21.58 C.Y./100 L.F.
 Ramp TPK-5 Sta. 9+00 to Sta. 13+56 Lt. (Temp. Pave. Sect. Dashed lines)



11 FT. SHOULDER-LOW SIDE

Agg. Subbase Crse.-Gravel= 47.13 C.Y./100 L.F.
 Ramp TPK-6 Sta. 10+57 to Sta. 17+50 Rt.
 Temporary Pavement Section (Dashed lines)
 Sta. 10+57 to Sta. 16+00 Rt.

MAINE STATE HIGHWAY COMMISSION
 AUGUSTA, MAINE

TYPICAL SECTION

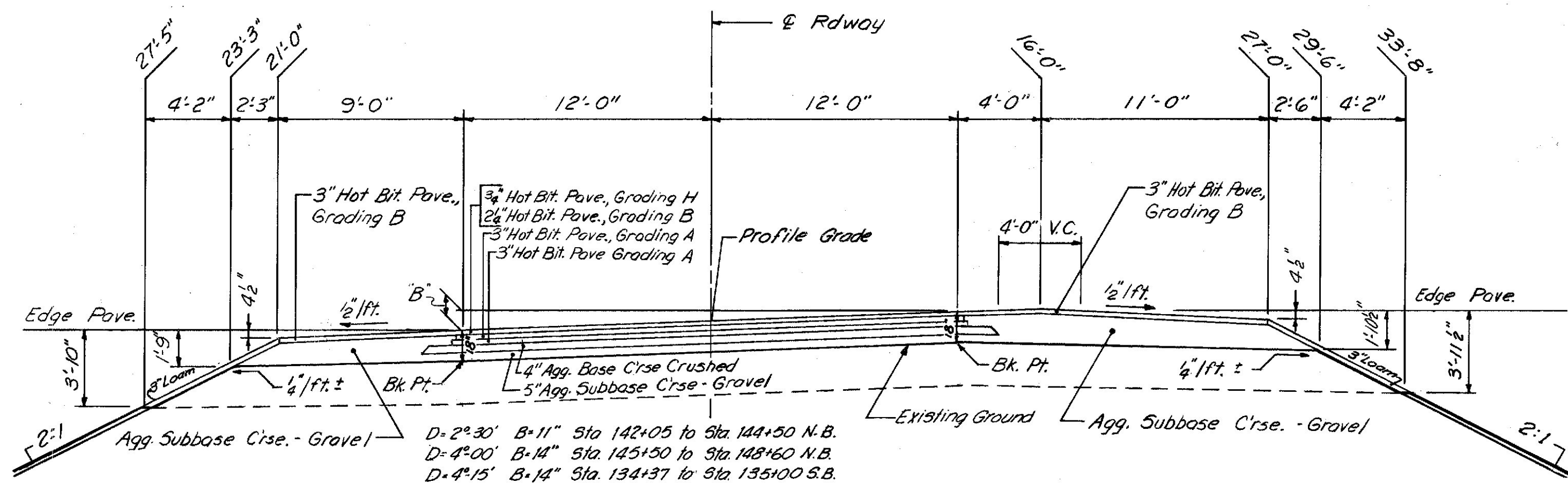
RAMPS TPK-5 & 6

HOWARD, NEEDLES, TAMMEN & BERGENDOFF
 CONSULTING ENGINEERS

NEW YORK BOSTON KANSAS CITY

3" HOT BITUMINOUS PAVEMENT

S. P. R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	245 (47)	6	59

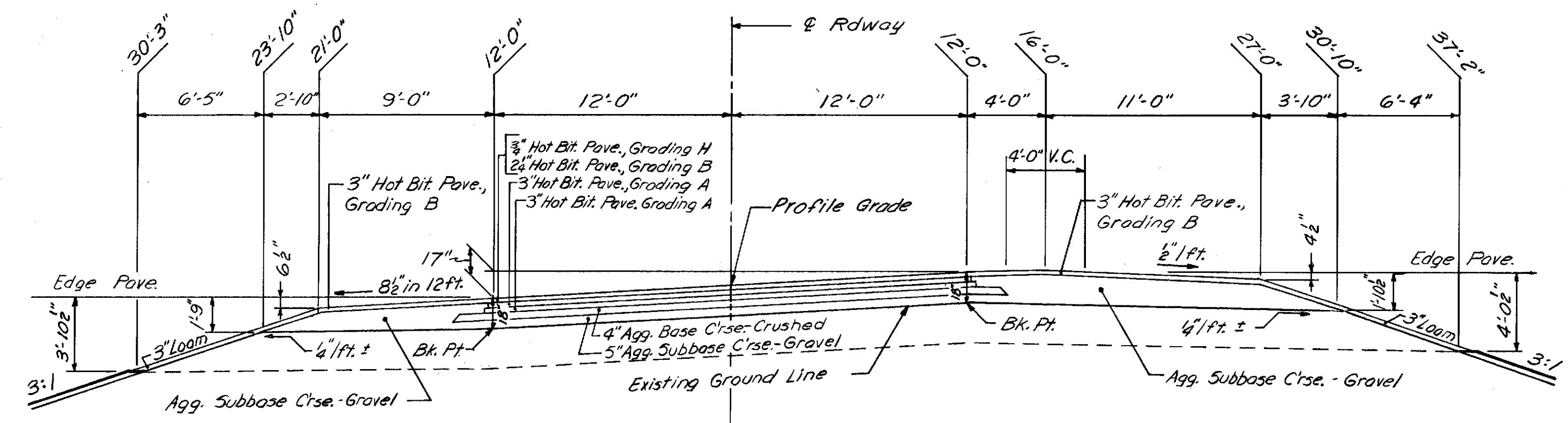


9 FT. SHOULDER — LOW SIDE — 2:1
 Agg. Subbase Course - Gravel = 39.65 C.Y./100 L.F.
 Rte. 1 Conn. S.B. Sta. 138+00 to Sta. 138+50 Lt.

RTE.1 CONNECTOR N.B. & S.B.
 24' PAVEMENT

4"x29" Agg. Base Course - Crushed = 35.39 C.Y./100 L.F.
 5" Agg. Subbase Course - Gravel = 37.04 C.Y./100 L.F.
 Sta. 134+37 to Sta. 138+00 S.B.
 Sta. 142+05 to Sta. 148+60 N.B.

15 FT. SHOULDER — HIGH SIDE — 2:1
 Agg. Subbase Course - Gravel = 74.99 C.Y./100 L.F.
 Rte. 1 Conn. S.B. Sta. 136+50 to Sta. 140+00 Rt.

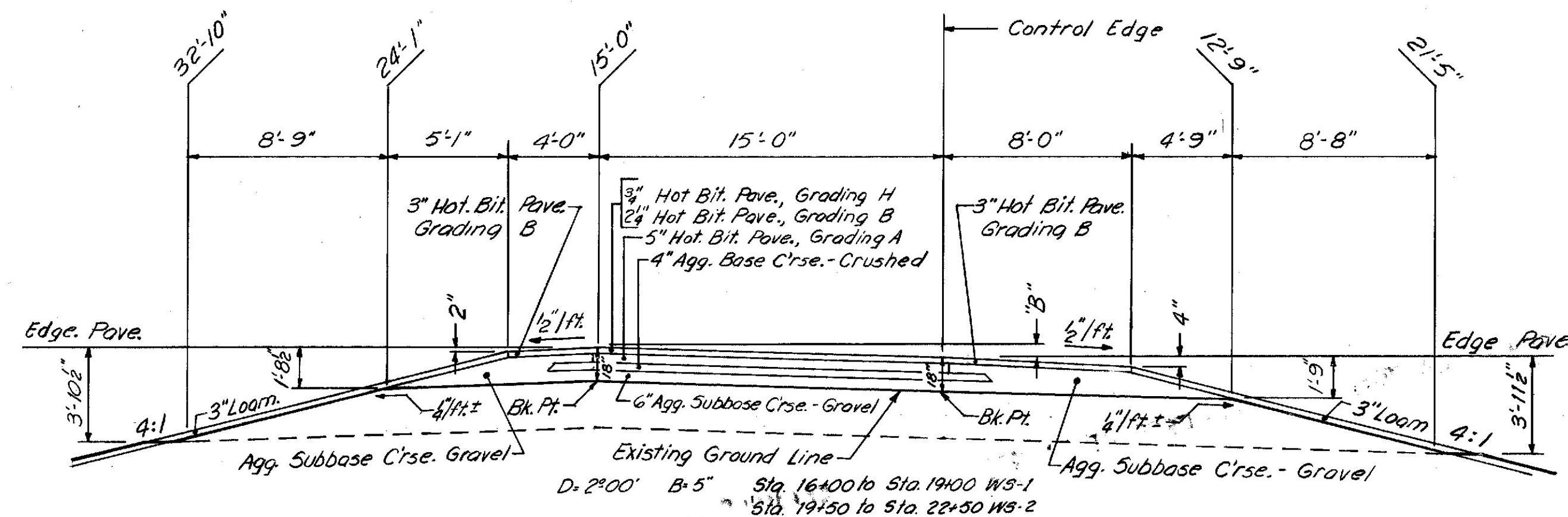


9 FT. SHOULDER — LOW SIDE — 3:1
 Agg. Subbase Course - Gravel = 36.94 C.Y./100 L.F.
 Rte. 1 Conn. S.B.
 Sta. 138+50 to Sta. 146+03 Lt.

RTE.1 CONNECTOR S.B.
 24' PAVEMENT

4"x29" Agg. Base Course - Crushed = 35.39 C.Y./100 L.F.
 5" Agg. Subbase Course - Gravel = 37.04 C.Y./100 L.F.
 Sta. 138+50 to Sta. 146+20±

15 FT. SHOULDER — HIGH SIDE — 3:1
 Agg. Subbase Course - Gravel = 77.01 C.Y./100 L.F.
 Rte. 1 Conn. S.B.
 Sta. 140+00 to Sta. 146+47 Rt.

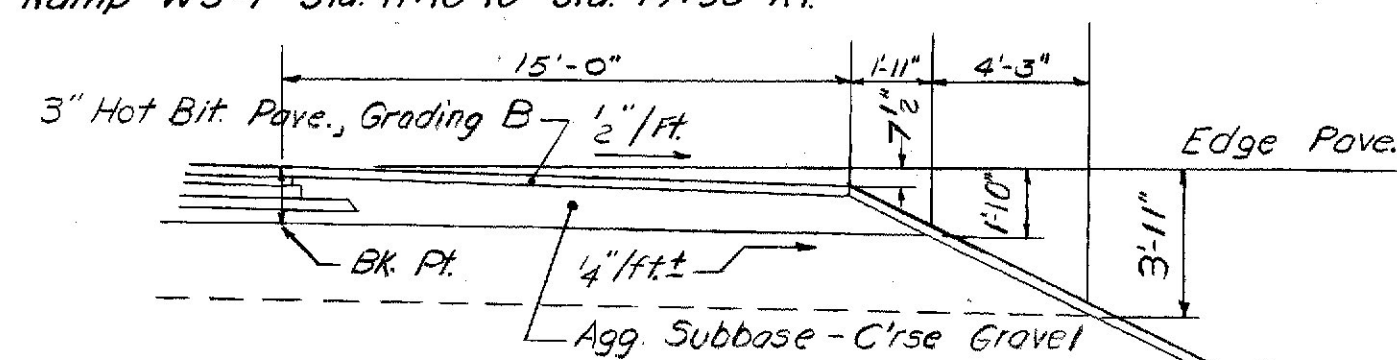


4 FT. SHOULDER — HIGH OR LOW SIDE
 Agg. Subbase Course - Gravel = 25.76 C.Y./100 L.F.
 Ramp WS-1 Sta. 11+10 to Sta. 20+20 Lt.

15' PAVEMENT
 4"x20" Agg. Base Course - Crushed = 24.28 C.Y./100 L.F.
 6" Agg. Subbase Course - Gravel = 27.76 C.Y./100 L.F.

Sta. 11+10 to Sta. 23+52± Ramp WS-1

8 FT. SHOULDER — LOW SIDE
 Agg. Subbase Course - Gravel = 40.60 C.Y./100 L.F.
 Ramp WS-1 Sta. 11+10 to Sta. 19+50 Rt.

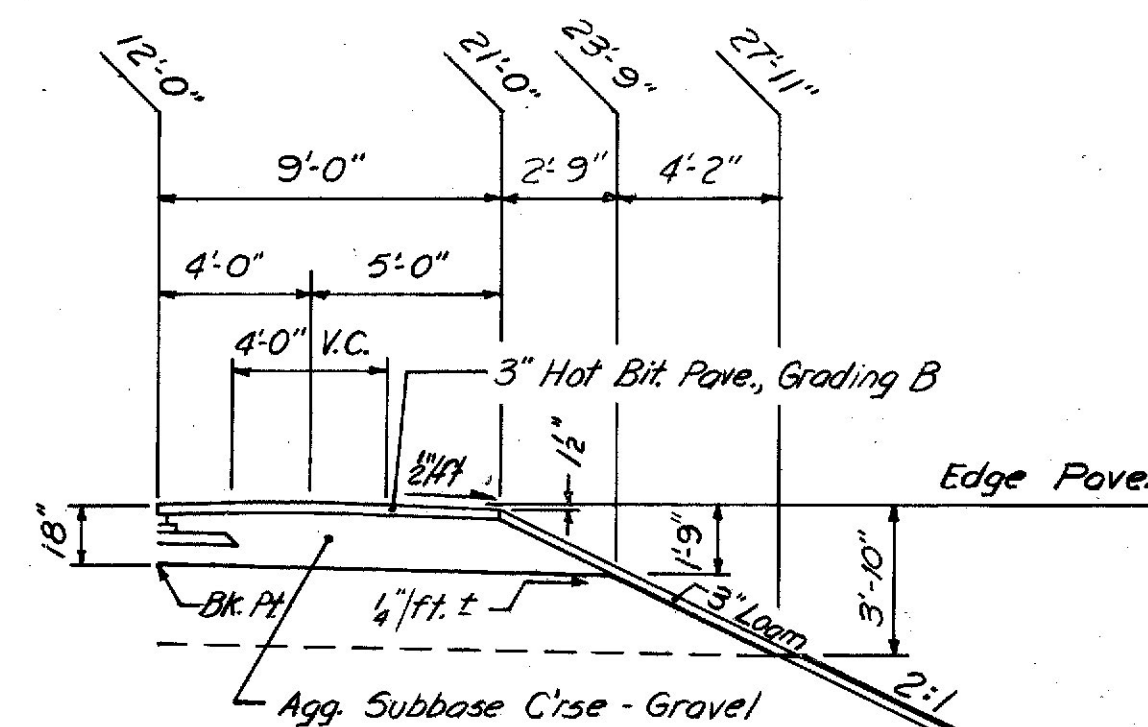


4 FT. SHOULDER — HIGH OR LOW SIDE
 Agg. Subbase Course - Gravel = 13.72 C.Y./100 L.F.
 Ramp WS-2 Sta. 15+75 to Sta. 25+25 Lt.

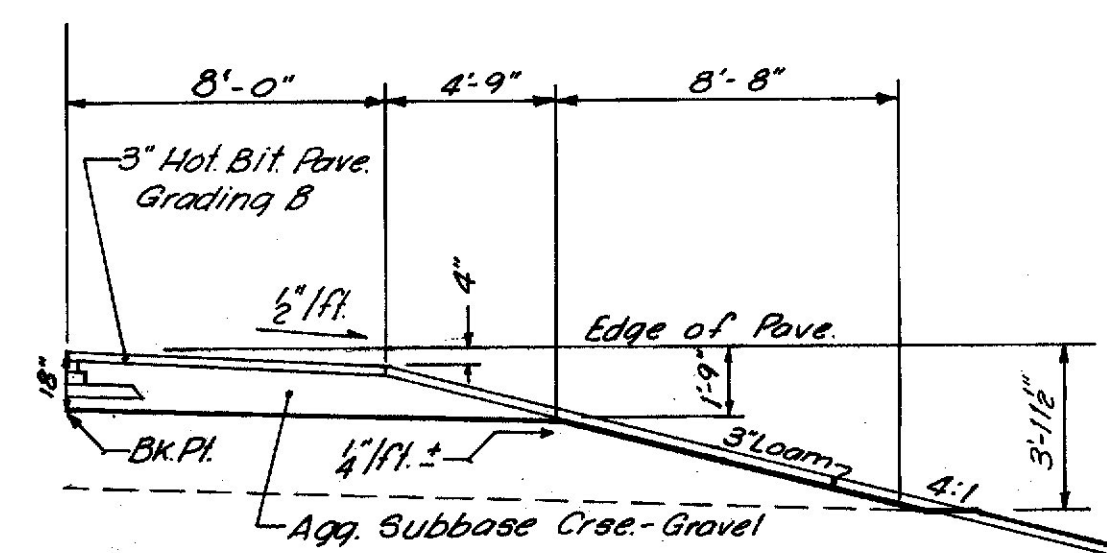
15' PAVEMENT

11 FT. SHOULDER — LOW SIDE
 Agg. Subbase Course - Gravel = 25.55 C.Y./100 L.F.
 Ramp WS-2 Sta. 16+00 to Sta. 21+00 Rt.

8 FT. SHOULDER — LOW SIDE
 Agg. Subbase Course - Gravel = 18.71 C.Y./100 L.F.
 Ramp WS-2 Sta. 21+50 to Sta. 25+25 Rt.

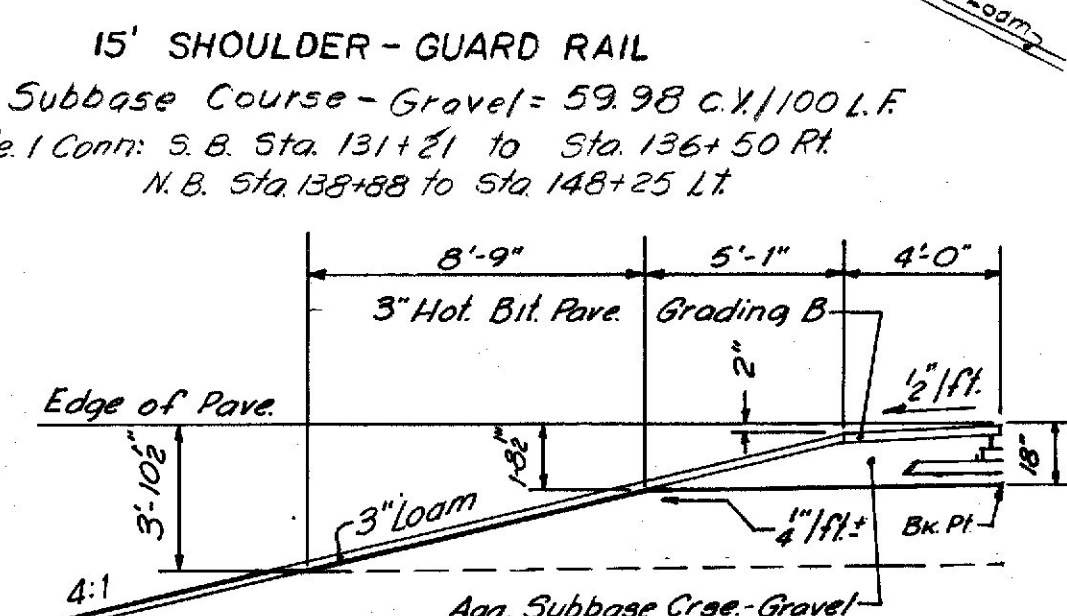


9 FT. SHOULDER — HIGH SIDE
 Agg. Subbase Course - Gravel = 48.06 C.Y./100 L.F.
 Rte. 1 Conn. N.B. Sta. 145+02 to Sta. 148+90 Rt.

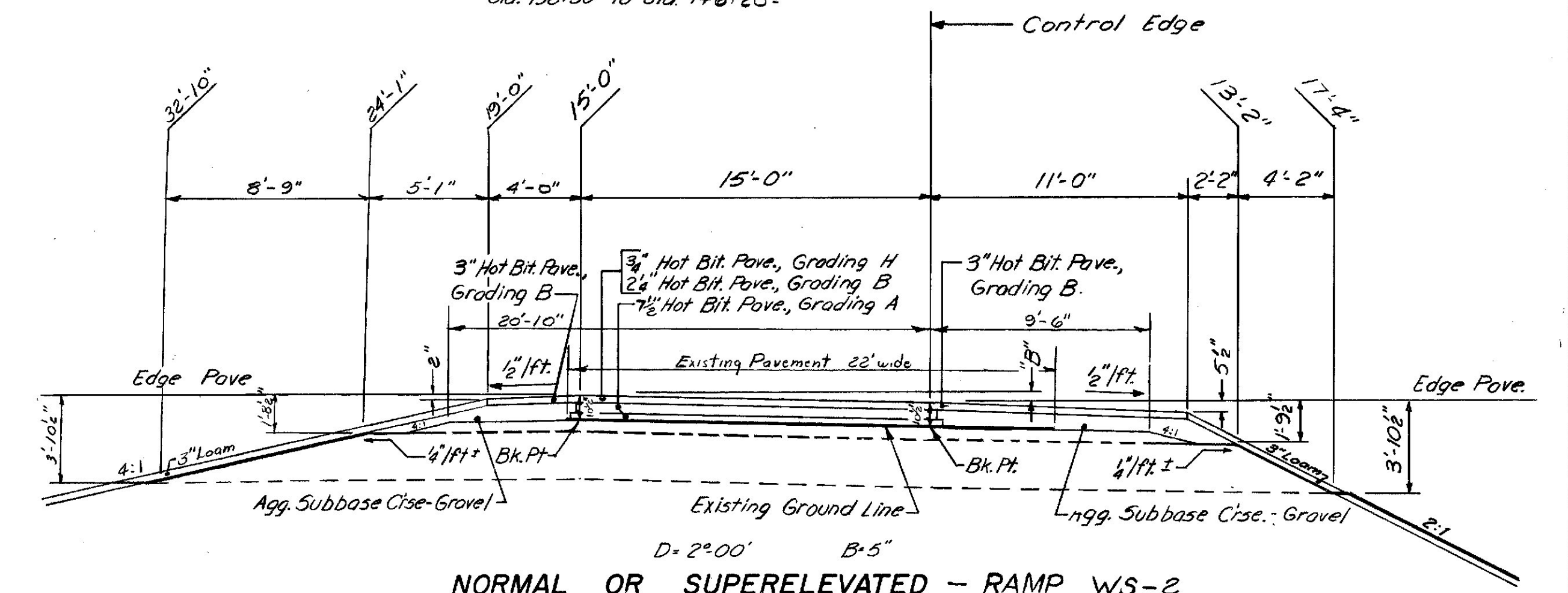


8 FT. SHOULDER — LOW SIDE
 Agg. Subbase Course - Gravel = 40.29 C.Y./100 L.F.

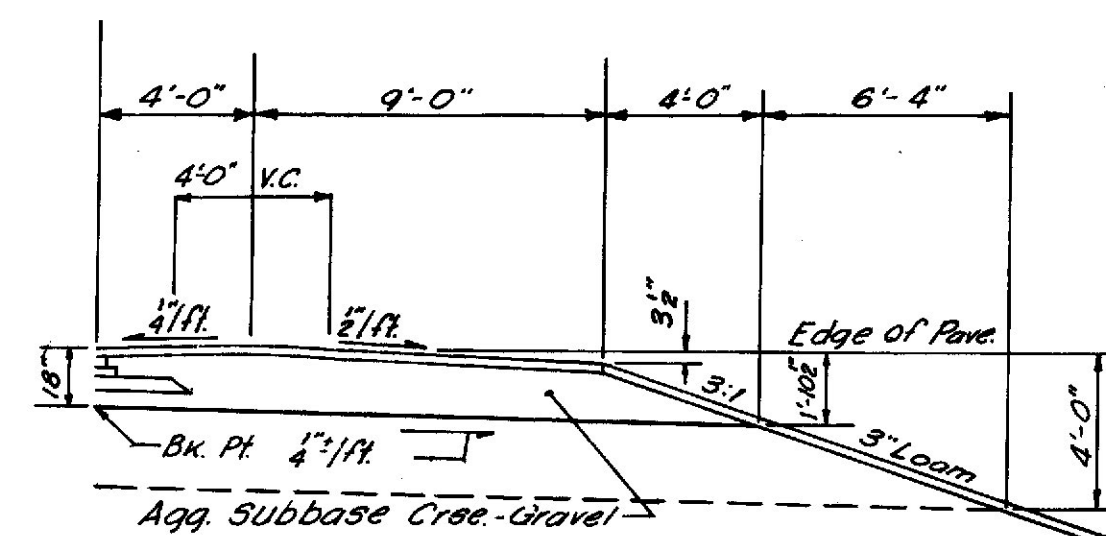
Ramp Tpk-5 Sta. 23+23 to Sta. 23+89 Rt.
 Ramp WS-1 Sta. 19+50 to Sta. 30+52 Rt.
 Ramp WS-2 Sta. 10+29 to Sta. 15+25 Rt.



4 FT. SHOULDER — LOW or HIGH SIDE
 Agg. Subbase Course - Gravel = 25.45 C.Y./100 L.F.
 Rte. 1 Conn. N.B. Sta. 142+58 to Sta. 144+52 Rt.
 Rte. 1 Conn. S.B. Sta. 134+20 to Sta. 137+25 Lt.



NORMAL OR SUPERELEVATED — RAMP WS-2



13 FT. SHOULDER — HIGH SIDE — 3:1

MAINE STATE HIGHWAY COMMISSION
 AUGUSTA, MAINE

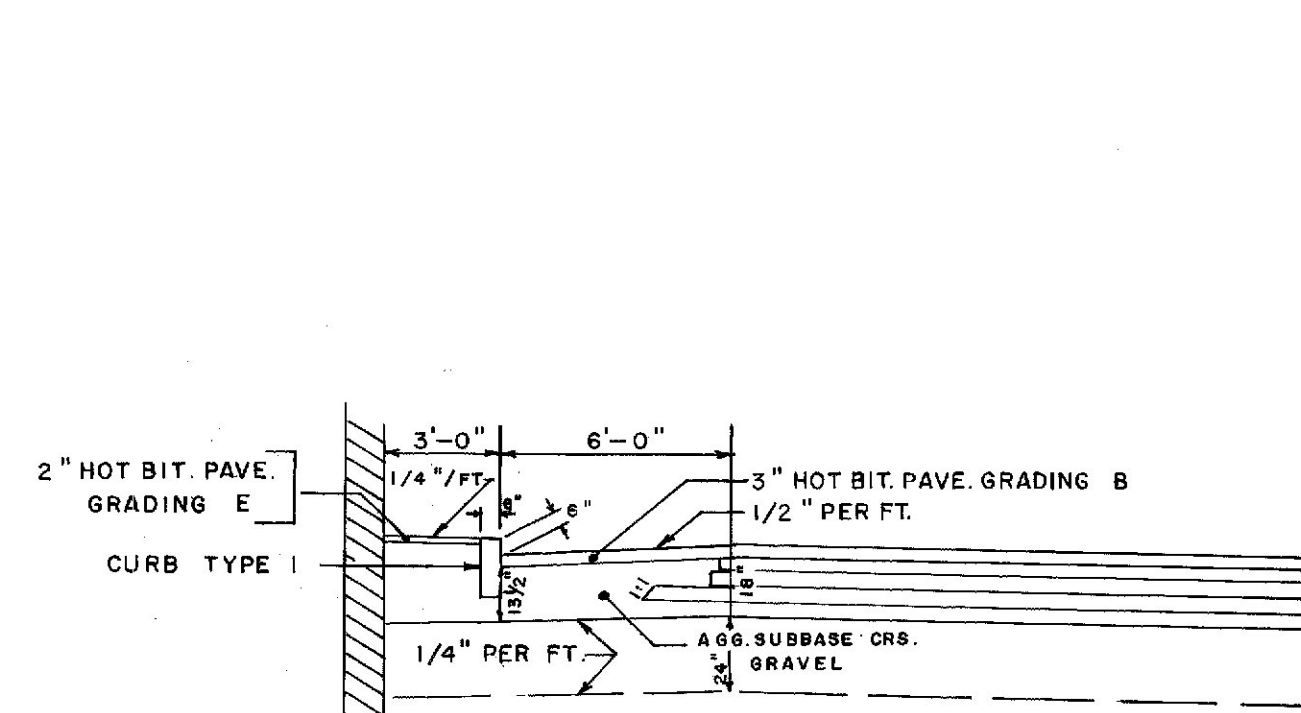
TYPICAL SECTION

ROUTE 1 CONNECTORS
 RAMPS WS-1 & WS-2
 RAMP TPK-5

HOWARD, NEEDLES, TAMMEN & BERGENDOFF
 CONSULTING ENGINEERS

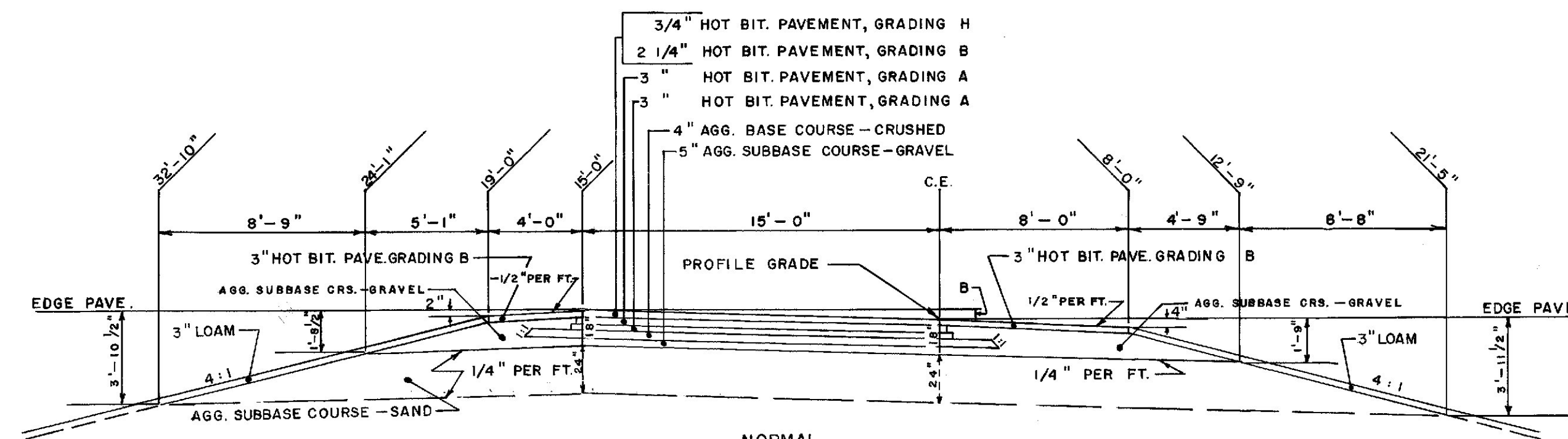
NEW YORK BOSTON KANSAS CITY

3" HOT BITUMINOUS PAVEMENT SP-1



6 FT. SHOULDER - CURBED

AGG. SUBBASE COURSE - GRAVEL = 39.57 C.Y. PER 100 L.F.
STA. 20+94 TO STA. 23+50 LT.
24" AGG. SUBBASE COURSE - SAND = 66.67 C.Y. PER 100 L.F.
STA. 23+00 TO STA. 23+50



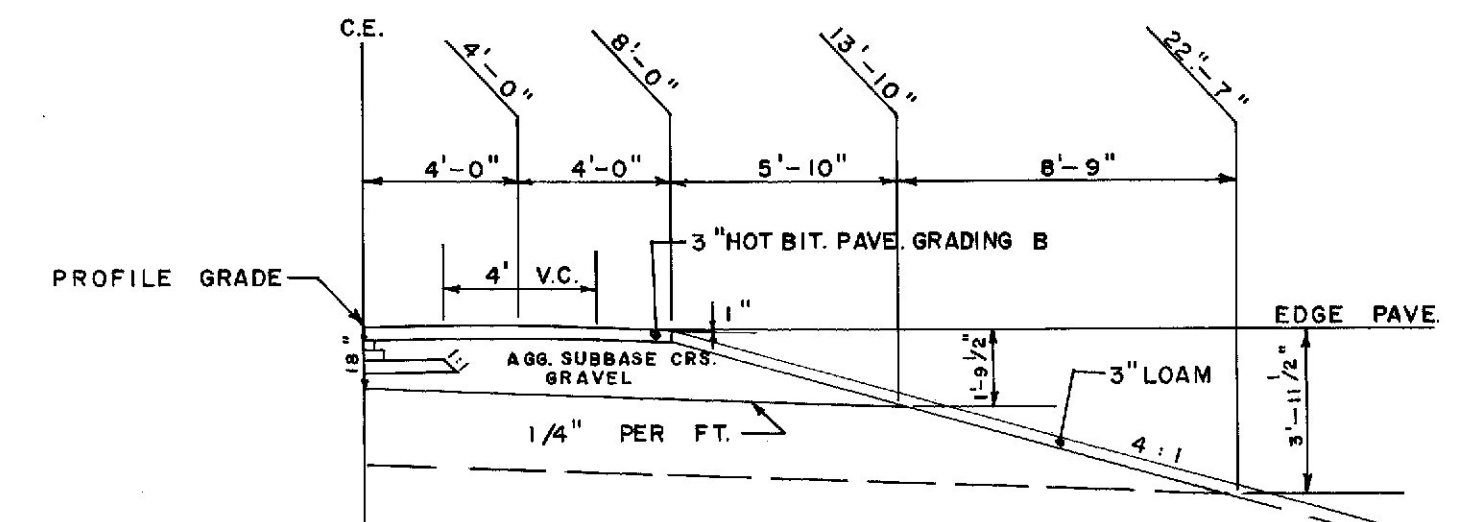
4 FT. SHOULDER - HIGH SIDE OR LOW SIDE

AGG. SUBBASE COURSE - GRAVEL = 25.46 C.Y. PER 100 L.F.
STA. 5+73 TO STA. 20+94 LT.
STA. 23+50 TO STA. 30+33 LT.
24" AGG. SUBBASE COURSE - SAND = 99.12 C.Y. PER 100 L.F.
STA. 23+50 TO STA. 30+33 LT.

NORMAL
15 FT. PAVEMENT
4" X 20' AGG. BASE COURSE - CRUSHED = 24.28 C.Y. PER 100 L.F.
STA. 6+73 TO STA. 11+00 B = 4"
5" AGG. SUBBASE COURSE - GRAVEL = 23.15 C.Y. PER 100 L.F.
STA. 19+50 TO STA. 23+00 B = 4"
STA. 23+00 TO STA. 24+00 B = VARIES
STA. 24+00 TO STA. 28+00 B = 8"
STA. 28+00 TO STA. 29+00 B = VARIES
STA. 29+00 TO STA. 33+89 B = 4"
24" AGG. SUBBASE COURSE - SAND = 111.11 C.Y. PER 100 L.F.
STA. 23+00 TO STA. 33+89

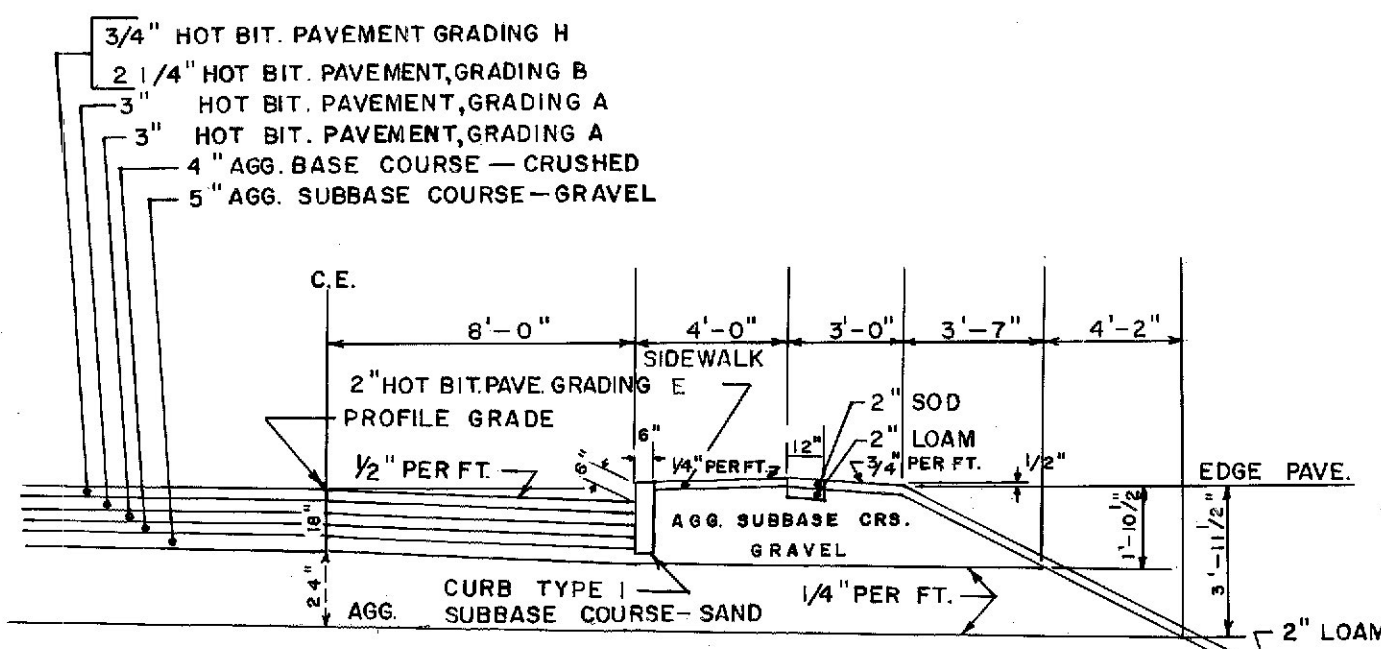
8 FT. SHOULDER - LOW SIDE

AGG. SUBBASE COURSE - GRAVEL = 40.29 C.Y. PER 100 L.F.
STA. 0+28.6 TO STA. 11+00 RT.



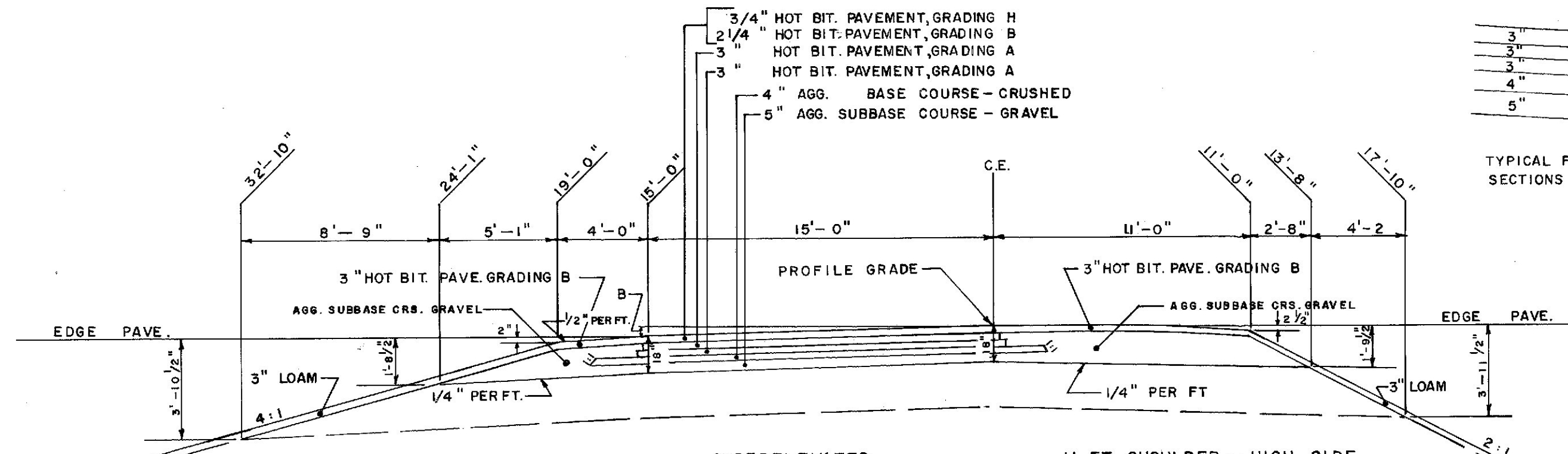
8 FT. SHOULDER - HIGH SIDE

AGG. SUBBASE COURSE - GRAVEL = 50.85 C.Y. PER 100 L.F.
STA. 11+00 TO STA. 17+50 RT.



8 FT. SHOULDER - CURBED WITH SIDEWALK

4" X 8' AGG. BASE COURSE - CRUSHED = 9.88 C.Y. PER 100 L.F.
AGG. SUBBASE COURSE - GRAVEL = 64.02 C.Y. PER 100 L.F.
STA. 29+31 TO STA. 38+27.60 RT.
24" AGG. SUBBASE COURSE - SAND = 153.11 C.Y. PER 100 L.F.
STA. 29+31 TO STA. 38+27.60 RT.

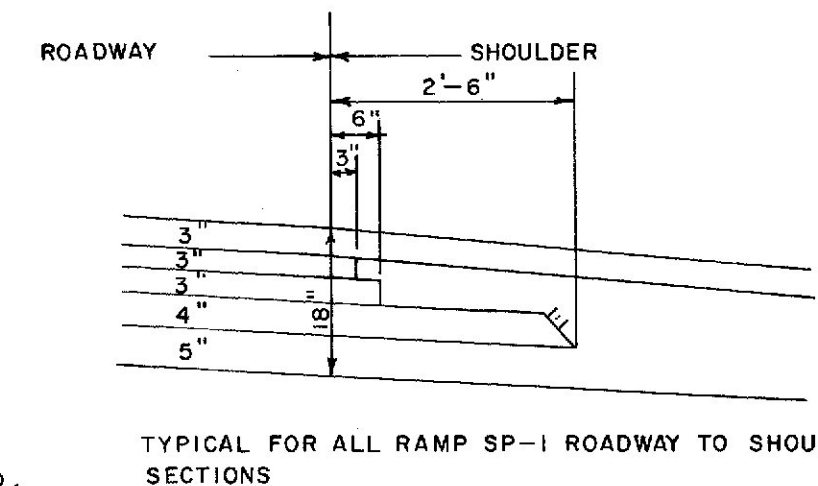


SUPERELEVATED
15 FT. PAVEMENT

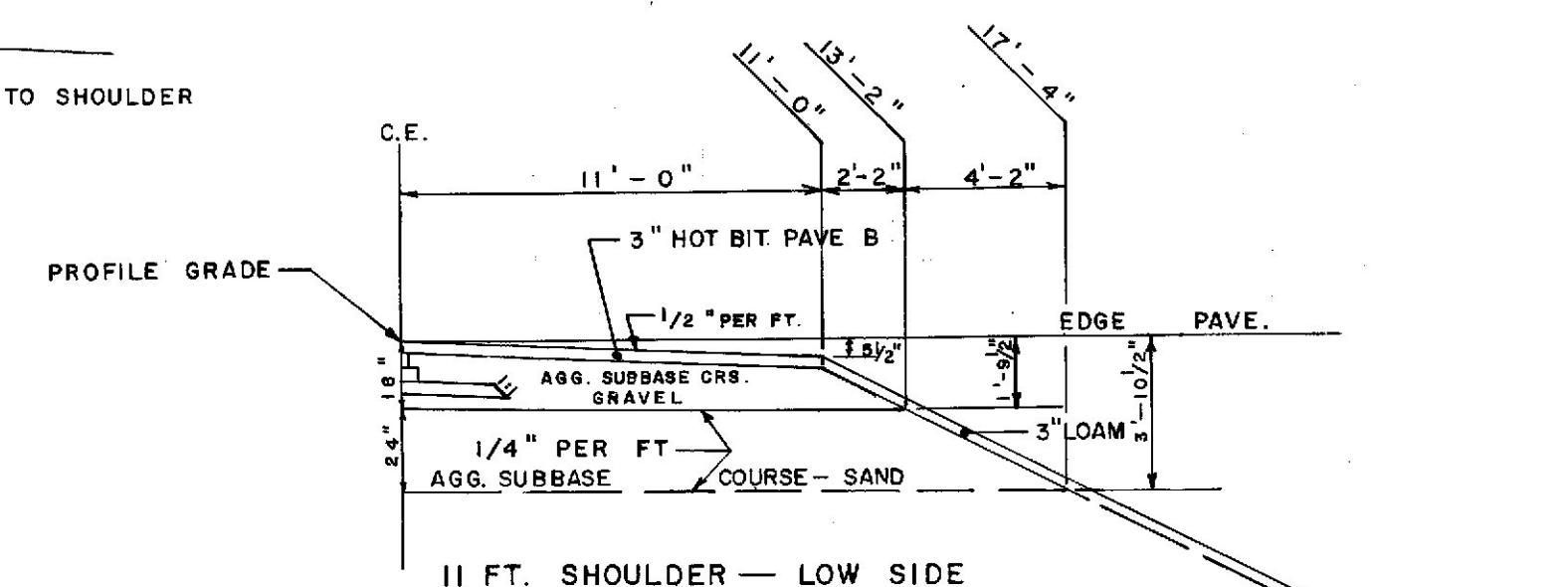
4" X 20' AGG. BASE COURSE - CRUSHED = 24.28 C.Y. PER 100 L.F.
5" AGG. SUBBASE COURSE - GRAVEL = 23.15 C.Y. PER 100 L.F.
STA. 11+00 TO STA. 19+50 B = 4"

11 FT. SHOULDER - HIGH SIDE

AGG. SUBBASE COURSE - GRAVEL = 57.28 C.Y. PER 100 L.F.
STA. 18+00 TO STA. 19+50 RT.



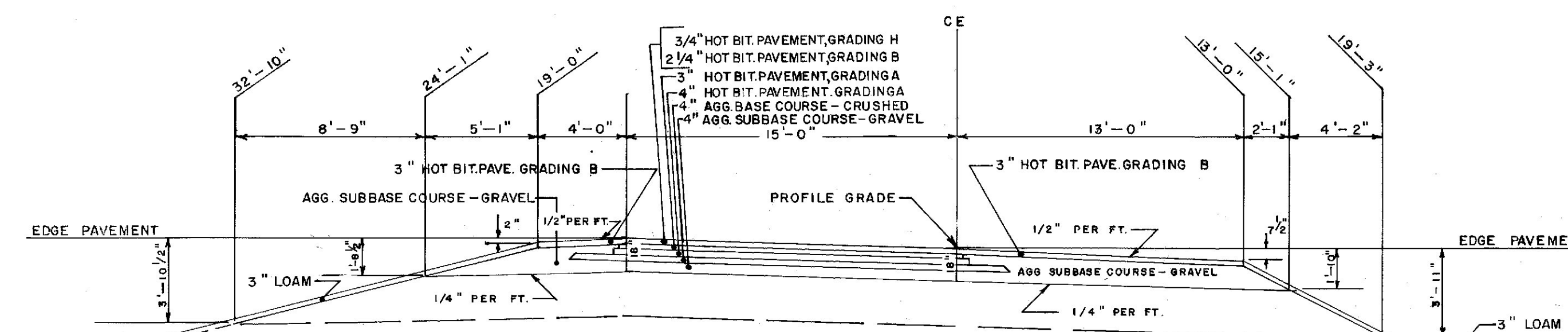
TYPICAL FOR ALL RAMP SP-1 ROADWAY TO SHOULDER SECTIONS



11 FT. SHOULDER - LOW SIDE

AGG. SUBBASE COURSE - GRAVEL = 47.13 C.Y. PER 100 L.F.
STA. 19+50 TO STA. 29+31 RT.
24" AGG. SUBBASE COURSE - SAND = 112.74 C.Y. PER 100 L.F.
STA. 23+00 TO STA. 29+31 RT.

SP-2



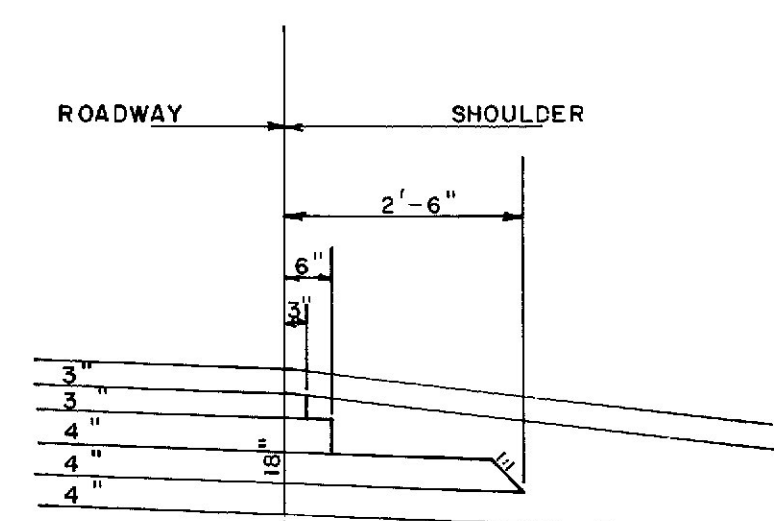
4 FT. SHOULDER - LOW SIDE

AGG. SUBBASE COURSE - GRAVEL = 25.30 C.Y. PER 100 L.F.
STA. 35+50 TO STA. 35+58 LT.

NORMAL
15 FT. PAVEMENT
4" X 20' AGG. BASE COURSE - CRUSHED = 24.28 C.Y. PER 100 L.F.
4" AGG. SUBBASE COURSE - GRAVEL = 18.52 C.Y. PER 100 L.F.
STA. 35+00 TO STA. 38+25 BASE

13 FT. SHOULDER - LOW SIDE

AGG. SUBBASE COURSE - GRAVEL = 64.17 C.Y. PER 100 L.F.
STA. 35+50 TO STA. 45+20 RT.



TYPICAL FOR ALL RAMP SP-2 ROADWAY TO SHOULDER SECTIONS

STATE HIGHWAY COMMISSION

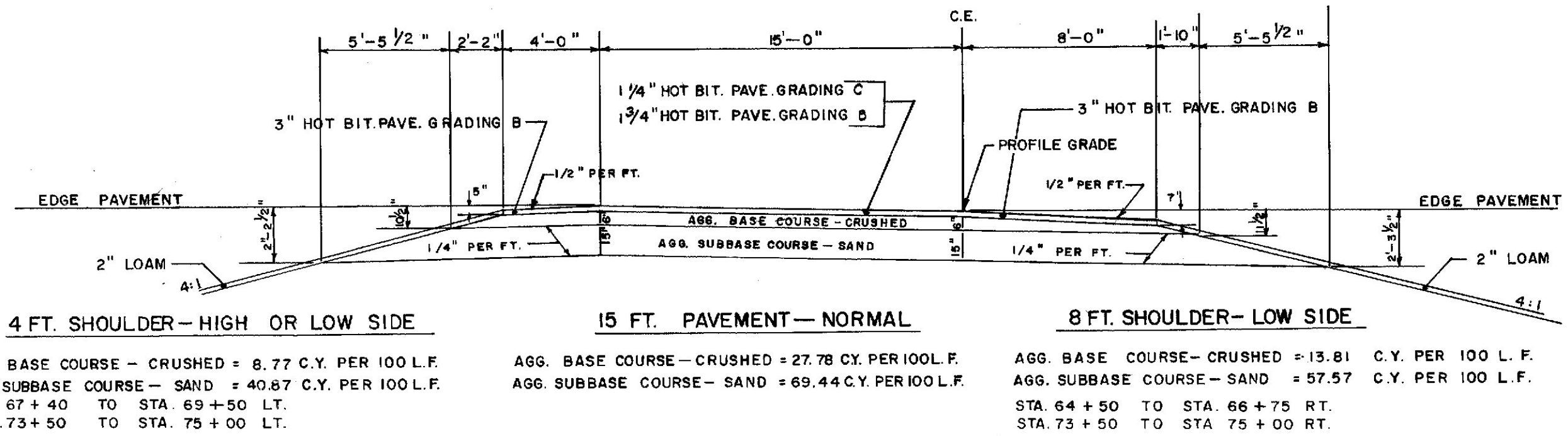
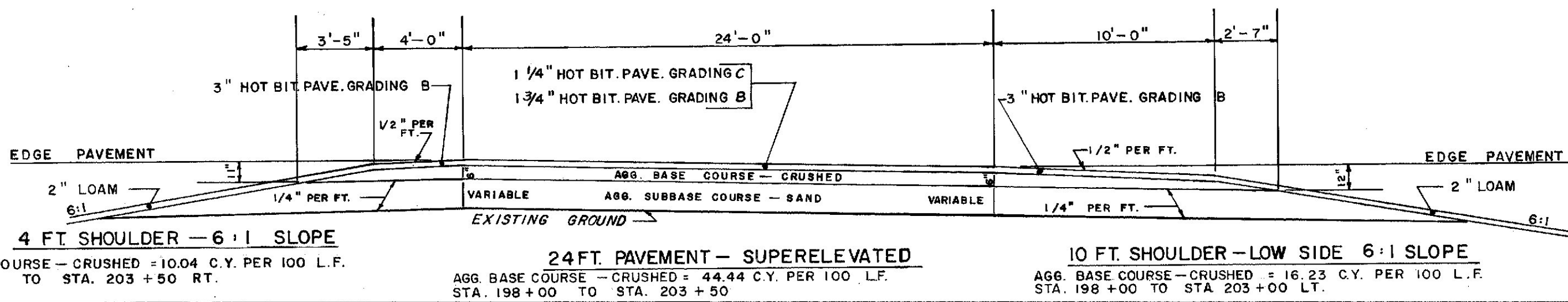
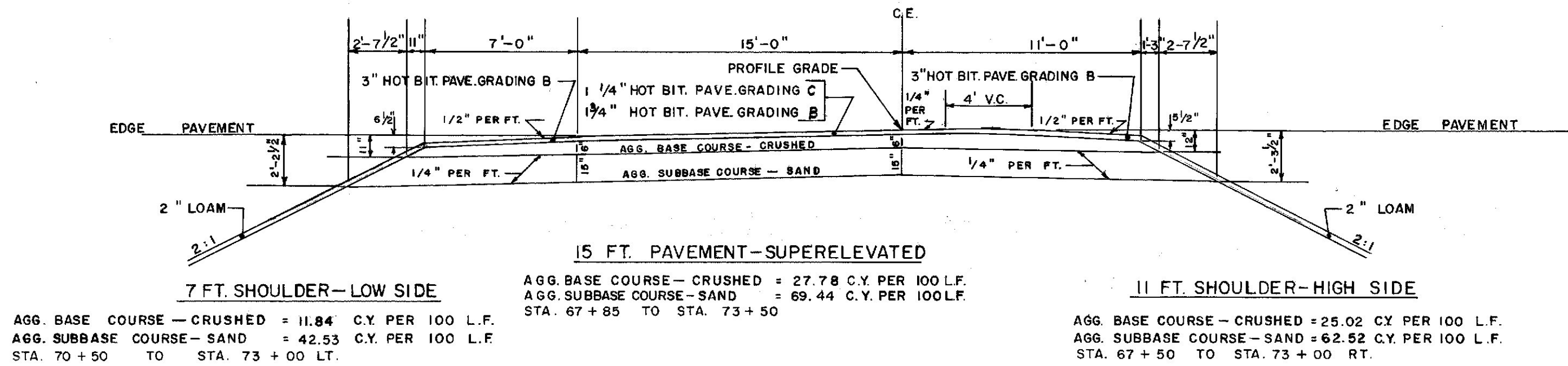
TYPICAL SECTIONS
RAMP SP-1
RAMP SP-2

SHEET OF AUGUSTA, MAINE

1-295 SOUTH. ROADWAY

DATE	4/27/72
BY	J.F.T.
DESIGN - DETAILED	
CHECKED	
REVISIONS	
FIELD CHANGES	
PLANS	

3 " HOT BITUMINOUS PAVEMENT



DATE
BY
DESIGN-DETAILED
CHECKED
REVISIONS
FIELD CHANGES
PLANS

BITUMINOUS PAVEMENT					
DESCRIPTION OF COURSE	GRADING DESIGNATION	ITEM NUMBER	BIT CONTENT % OF MIX	TOTAL DEPTH	NO. OF LAYERS
TRAVELED WAY FOR I-295 REQUIRING 10" DESIGN					
WEARING	H	403.13	7.0	3/4"	1
BINDER	B	403.07	5.5	2 1/4"	1
BASE	A	301.08	5.0	7"	2
TRAVELED WAY FOR RTE 1 CONN., SP-1 AND I-295 REQUIRING 9" DEPTH					
WEARING	H	403.13	7.0	3/4"	1
BINDER	B	403.07	5.5	2 1/4"	1
BASE	A	301.08	5.0	6"	2
TRAVELED WAY FOR WS-1 AND WS-2					
WEARING	H	403.13	7.0	3/4"	1
BINDER	B	403.07	5.5	2 1/4"	1
BASE	A	301.08	5.0	5"	2
TRAVELED WAY FOR TPK-5 AND TPK-6					
WEARING	H	403.13	7.0	3/4"	1
BINDER	B	403.07	5.5	2 1/4"	1
BASE	A	301.08	5.0	4"	2
TRAVELED WAY FOR SP-5 (OVERLAY OF EXISTING RTE. 1 N.B.)					
WEARING	H	403.13	7.0	3/4"	1
BINDER	B	403.07	5.5	2 1/4"	1
LEVELLING	E	403.121	7.5	AS NECESSARY	1, 2, 3

BITUMINOUS PAVEMENT (CONT'D)					
TRAVELED WAY FOR TEMPORARY RAMP					
WEARING	C	403.08	7.0	1 1/4"	1
BINDER	B	403.07	5.5	1 3/4"	1
PAVED SHOULDERS					
WEARING AND BINDER	B	403.07	5.5	3"	1
PAVED SIDEWALKS					
WEARING AND BINDER	E	403.12	7.5	2"	2
COMPLIMENTARY NOTES					
1. THE BITUMINOUS BINDER MATERIAL FOR THE MIXTURES SHALL BE PENETRATION GRADE(85-100) ASPHALT CEMENT AND WILL BE PAID FOR SEPARATELY UNDER THE APPROPRIATE PAY ITEMS.					
2. THE BITUMEN CONTENTS SHOWN ARE TO SERVE AS A GUIDE ONLY AND ARE NOT SPECIFICATIONS.					
3. THE DENSITY REQUIREMENTS ARE WAIVED.					
4. MIXTURES MEETING THE AGGREGATE GRADATION OF 'B' ABOVE MAY BE USED FOR THE BOTTOM LAYER WITH PAYMENT TO BE MADE UNDER ITEM 403.12.					
5. THIS COURSE SHALL BE PLACED IN TWO LAYERS OF APPROXIMATE EQUAL THICKNESS.					
6. PRIOR TO PLACING THIS COURSE, A TACK COAT OF EMULSIFIED ASPHALT, AE-90, ITEM 410.15 SHALL BE APPLIED TO THE EXISTING OLD PAVEMENT IF SO DIRECTED BY THE ENGINEER.					

STATE HIGHWAY COMMISSION

TEMPORARY RAMP
TYPICAL SECTIONS

ESTIMATED QUANTITIES

ITEM NO.	DESCRIPTION	QUANTITY	UNIT
201.12	SELECTIVE CLEARING AND THINNING	0.34	ACRE
202.15	REMOVING MANHOLES OR CATCHBASINS	7	EACH
202.20	REMOVING BITUMINOUS CONCRETE PAVEMENT	425	SQ. YD.
203.20	COMMON EXCAVATION	75.91	CU. YD.
203.24	COMMON BORROW	9503	CU. YD.
206.06	STR. EARTH EXCAV. - DRAINAGE AND MINOR STRS.	345	CU. YD.
301.08	PLANT MIX BIT. BASE CRS., GRADING A	25980.44	TON
301.12	ASPHALT CEMENT, BASE COURSE	1344.61	TON
304.09	AGGREGATE BASE COURSE - CRUSHED	10655	CU. YD.
304.10	AGGREGATE SUBBASE COURSE - GRAVEL	30,632	CU. YD.
304.12	AGGREGATE SUBBASE COURSE - SAND	12589	CU. YD.
403.07	HOT BIT. PAVEMENT, GRADING B	22,903.32	TON
403.08	HOT BIT. PAVEMENT, GRADING C	799.28	TON
403.12	HOT BIT. PAVEMENT, GRADING E (SIDEWALKS, DRIVES, ETC.)	250.35	TON
403.121	HOT BIT. PAVEMENT, GRADING E (SHIMMING)	70.81	TON
403.13	HOT BIT. PAVEMENT, GRADING H	4140.53	TON
403.14	ASPHALT CEMENT, HOT BIT. SURFACE PAVEMENTS	1557.68	TON
410.15	EMULSIFIED ASPHALT, APPLIED	0	GAL.
502.311	STRUCTURAL CONCRETE, APPROACH SLAB - RTE. 1 CONN. SOUTHBOUND OVER I-295 NOTE: ESTIMATED QUANTITY OF CONC. = 21 CU. YD.	L.S.	L.S.
502.312	STRUCTURAL CONCRETE, APPROACH SLAB - RTE. 1 CONN. NORTHBOUND OVER BROADWAY NOTE: ESTIMATED QUANTITY OF CONC. = 21 CU. YD.	L.S.	L.S.
502.34	STRUCTURAL CONCRETE, ROADWAY MEDIAN	L.S.	L.S.
503.12	REINFORCING STEEL, FAB. AND DELIVERED	14,246	LB.
503.13	REINFORCING STEEL, PLACING	14,246	LB.
508.10	MEMBRANE WATER PROOFING	2,787	SQ. YD.
508.11	MEMBRANE WATERPROOFING - SYNTHETIC RUBBER	336	SQ. YD.
513.09	SLOPE PROTECTION - PORT. CEMENT CONCRETE	1117	SQ. YD.
515.20	PROTECTIVE COATING FOR CONCRETE SURFACES	190	SQ. YD.
603.152	12 INCH BIT. COATED CORR. METAL PIPE	16	L.F.
603.155	12 INCH REINFORCED CONC. PIPE CLASS III	80	L.F.
603.191	24 INCH CORRUGATED METAL PIPE	0	L.F.
603.195	24 INCH REINFORCED CONC. PIPE CLASS III	55	L.F.
604.07	CATCH BASINS TYPE A1	3 3/4	EACH
604.09	CATCH BASINS TYPE B1	1	EACH
605.09	6 INCH UNDERDRAIN TYPE "B"	691	L.F.
606.17	GUARD RAIL TYPE 3b - SINGLE RAIL	16,601	L.F.

ESTIMATED QUANTITIES

ITEM NO.	DESCRIPTION	QUANTITY	UNIT
606.22	GUARD RAIL TYPE 3b - CIRCULAR - GREATER THAN 15 FT. RADIUS	140.5	L.F.
606.26	TERMINAL ENDS - SINGLE RAIL	23	EACH
606.263	TWISTED END SECTION, GUARD RAIL, TYPE 3b	17	EACH
606.35	GUARD RAIL DELINEATOR POSTS	34	EACH
606.36	GUARD RAIL, REMOVED AND RESET	62.5	L.F.
609.15	SLOPED CURB - TYPE 1	0	L.F.
609.23	TERMINAL CURB, TYPE 1	5	EACH
609.34	CURB TYPE 5	527.3	L.F.
609.38	RESETTING CURB TYPE 1		L.F.
609.431	TIMBER CURB - TEMPORARY	719.5	L.F.
612.07	BITUMINOUS HAND SEALING - GREEN	97.3	SQ. YD.
614.07	METAL SLUICE	90	L.F.
615.07	LOAM		CU. YD.
616.08	SODDING	387.5	SQ. YD.
618.13	SEEDING, METHOD NUMBER 1	193.89	UNIT
618.14	SEEDING, METHOD NUMBER 2	564.61	UNIT
618.15	TEMPORARY SEEDING		LB.
619.08	HAY MULCH	60.01	TON
623.07	SURVEY MONUMENTS	11	EACH
629.05	LABOR, STRAIGHT TIME		M. HR.
630.06	TRAFFIC OFFICERS	229	M. HRS.
631.09	AERATOR (INC. OPERATOR AND HAULER)		HOURL
631.10	AIR COMPRESSOR (INC. OPERATOR)	46.5	HOURL
631.11	AIR TOOL (INC. OPERATOR)	41.5	HOURL
631.12	ALL PURPOSE EXCAVATOR (INC. OPERATOR)	36.25	HOURL
631.14	GRADER (INC. OPERATOR)		HOURL
631.15	ROLLER, EARTH OR BASE CRSE. (INC. OPERATOR)		HOURL
631.171	TRUCK - SMALL (INC. OPERATOR)	4.5	HOURL
631.172	TRUCK - LARGE (INC. OPERATOR)	146	HOURL
631.19	MOWING MACHINE RENTAL (INC. OR F. HAULER)		HOURL
631.21	ROAD BROOM (INC. OR F. HAULER)	22	HOURL
631.22	FRONT END LOADER (INC. OPERATOR)	0.5	HOURL
632.08	WARNING LIGHTS		GROUP
633.09	PORTABLE BARRICADE		EACH
633.11	OVERSIZED PORTABLE BARRICADE WITH FLASHING LIGHTS		EACH
637.07	SPRINKLING	28.75	M.G.
637.08	CALCIUM CHLORIDE		TON
639.08	FIELD OFFICE, TYPE A	1	EACH
639.11	TESTING FACILITIES, SOILS	Nec.	L.S.
639.12	TESTING FACILITIES, BIT. MIXES	Nec.	L.S.
639.13	TESTING FACILITIES, BIT. LIQ. AND CEMENT	Nec.	L.S.
657.20	SEED AND APPLICATION, METHOD A		ACRE
657.21	REFORESTING, METHOD B		ACRE

* UNDETERMINED LOCATION

SUMMARY OF EXCAVATION AND BORROW

COMMON EXC.

CROSS SECTIONS	6515
GRUBBING IN FILL AREAS	380
TOTAL	6895

DEDUCTIONS

GRUBBING IN CUTS	2177
GRUBBING IN FILLS	380
TOTAL	2557

AVAIL. COMMON EXC.	4338
AVAIL. STRUCT. EXC.	292
TOTAL AVAIL. NON-ROCK EXC.	4630

FILL

CROSS SECTIONS	14,625
GRUBBING IN FILL AREAS	380

TOTAL FILL	15,005
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BORROW

AVAIL. NON-ROCK EXC.	4630	X 85 % =	3936
TOTAL MATERIAL AVAIL. FOR EMBANKMENT			3936
TOTAL FILL MINUS MATERIAL AVAILABLE			11,069
COMMON BORROW	11,069	X 115 % =	12,730

As Built 1972 ✓

DRAINAGE

STATION	RCP			BCCMP		CMP		CULVERT PIPE		CATCH		BASINS					UNDERDRAINS					REMARKS
	SIZE	LENGTH	CLASS	SIZE	LENGTH	SIZE	LENGTH	SIZE	LENGTH	A1	A2	B1	B2	C1	C2	E	F	B	C	OUTLET		
																					LENGTH	
STA. 52+00, 54' Rt. SR 703 to STA. 0+83.7, 30' Rt. Ramp TPK-5																		323				
STA. 53+50, 42' Lt. to STA. 56+96, 55' Lt. SR 703																		350				
STA. 40+00 Lt. SR 703	12	4'	III																		Pipe Extension	
STA. 46+00 Lt. SR 703	12	16'	III																		Pipe Extension	
STA. 22+25 SP-1, 20R				12	50											1					12' BCCMP IN 24" RCP	
STA. 34+79.30 SP-1, 6'-10 1/2" Rt.										1											13' Deep	
STA. 32+00 SP-1, 6'-10 1/2" Rt.										1											8' Deep	
STA. 32+00 SP-1, 8'-10 1/2" Rt. to 24'-10 1/2" Rt.				12	16'											1						
STA. 32+00, 30' R				12	560																	
STA. 22+25R TO 34+80R																						
STA. 59+50 Rte. 1, 25'-6" Lt. to 33'-6" Lt.	24	8'	III																			
STA. 65+01 Rte. 1, 17'-10 1/2" Lt.										1											8' Deep	
STA. 65+01, CB Lt. to STA. 65+11, 33'-9" Lt. Rte. 1	12	16'	III																			
STA. 65+11 Rte. 1, 33'-9" Lt.											1										8' Deep	
STA. 65+11 Rte. 1, 33'-9" Lt. to 81'-9" Lt.	24	47'	III																			
STA. 108+92R	12	28															1					
STA. 113+50L	12	16															1					

DRAINAGE CONT'D.

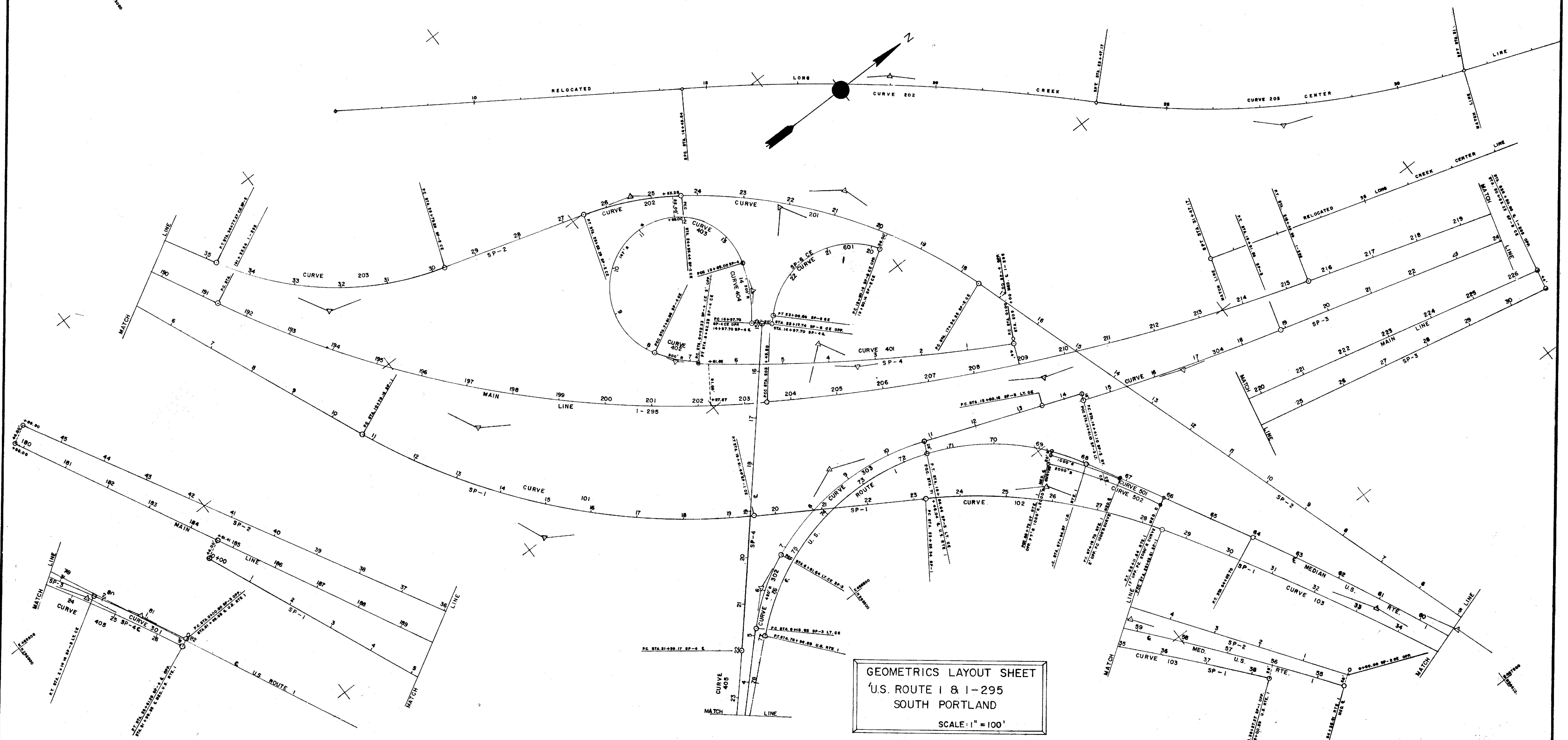
STATION	RCP			BCCMP		CMP		CULVERT PIPE		CATCH BASINS							MAN HOLES	UNDERDRAINS				REMARKS
	SIZE	LENGTH	CLASS	SIZE	LENGTH	SIZE	LENGTH	SIZE	LENGTH	A1	A2	B1	B2	C1	C2	E		B' LENGTH	C' SIZE	B' LENGTH	C' OUTLET LENGTH	

As Built 1972

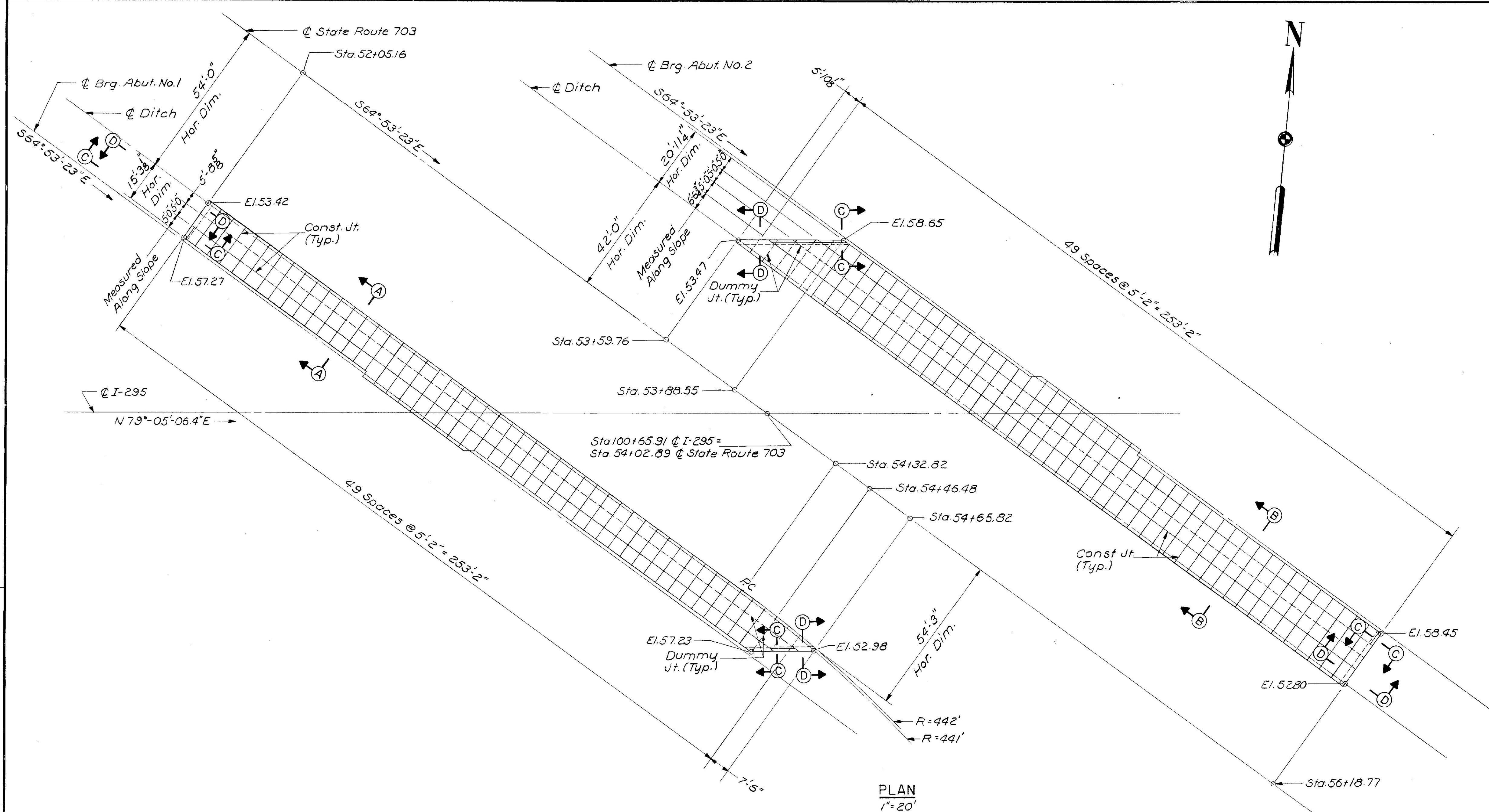
RAMP SP-1 CE			RAMP SP-2 CE			RAMP SP-4 CE					RAMP SP-6 CE	RAMP SP-3 CE			
CURVE 101	CURVE 102	CURVE 103	CURVE 201	CURVE 202	CURVE 203	CURVE 401	CURVE 402	CURVE 403	CURVE 404	CURVE 405	CURVE 601	CURVE 301	CURVE 302	CURVE 303	CURVE 304
P.I. STA. 15+27.49 Δ 35°-03'-05" LT. R 1432.39' D 4°-00' T 452.34' L 876.29' E 69.96'	P.I. STA. 25+88.98 Δ 25°-54'-49" RT. R 1145.92' D 5°-00' T 263.65' L 518.27' E 29.94'	P.I. STA. 33+36.87 Δ 10°-40'-13" RT. R 5281.94' D 1°-05'-05" T 493.26' L 983.67' E 22.98'	P.I. STA. 21+06.52 Δ 36°-00'-18" LT. R 1084.00' D 5°-17'-08" T 352.27' L 681.19' E 55.80'	P.I. STA. 25+45.40 Δ 19°-12'-09" LT. R 650.00' D 8°-48'-53" T 109.95' L 217.84' E 9.23'	P.I. STA. 32+38.72 Δ 44°-25'-28" RT. R 650.00' D 8°-48'-53" T 265.42' L 503.98' E 52.10'	P.I. STA. 31+41.94 Δ 9°-44'-37" RT. R 4011.72' D 1°-25'-42" T 341.94' L 682.23' E 14.55'	P.I. STA. 7+32.56 Δ 19°-02'-50" RT. R 300.00' D 19°-08'-55" T 50.33' L 99.73' E 4.19'	Δ 226°-28'-14" RT. R 147.00' D 38°-58'-36" T 581.04'	P.I. STA. 14+31.50 Δ 25°-43'-30" RT. R 300.00' D 19°-05'-55" T 68.50' L 134.70' E 7.72'	P.I. STA. 24+30.49 Δ 6°-55'-52" RT. R 3819.72' D 1°-30'-00" T 231.32' L 462.08' E 7.00'	P.I. STA. 22+14.24 Δ 108°-01'-42" LT. R 170.00' D 33°-42'-12" T 234.11' L 320.53' E 119.32'	P.I. STA. 1+09.60 Δ 3°-16'-21" LT. R 3836.72' D 1°-29'-36" T 109.60' L 219.14' E 1.56'	P.I. STA. 5+99.79 Δ 22°-41'-16" RT. R 420.00' D 13°-38'-31" T 84.26' L 166.31' E 7.48'	P.I. STA. 8+93.61 Δ 43°-42'-35" RT. R 528.00' D 10°-51'-05" T 211.77' L 402.80' E 40.89'	P.I. STA. 16+66.46 Δ 4°-30'-17" R 5729.58' D 1°-00'-00" T 225.36' L 450.48' E 4.43'

RELOCATED LONG CREEK	
CURVE 202	CURVE 203
P.I. STA. 18+99.68 Δ 10°-45'-00" RT. R 4784.24' D 1°-11'-51" T 450.14' L 897.63' E 21.13'	P.I. STA. 27+53.12 Δ 24°-00'-00" LT. R 1909.86' D 3°-00'-00" T 405.95' L 800.00' E 42.67'

RAMP SP-5		CURVE DATA I-295		CURVE DATA U.S. RTE 1 & MED.	
CURVE 501	CURVE 502	CURVE 501	CURVE 502	CURVE 501	CURVE 502
Δ 7°-23'-16" R 1000.00' D 5°-43'-46" T 64.56' L 128.94' E 2.08'	Δ 7°-23'-16" R 2000.00' D 2°-51'-53" T 129.12' L 257.88' E 4.16'	P.I. STA. 197+56.19 Δ 30°-23'-56" LT. R 2291.83' D 2°-30'-00" T 622.65' L 1215.95' E 83.08'	P.I. STA. 209+53.20 Δ 15°-00'-22" LT. R 4583.66' D 1°-15'-00" T 603.70' L 1200.49' E 39.56'	P.I. STA. 59+22.51 Δ 10°-30'-00" LT. R 5266.23' D 1°-05'-17" T 483.90' L 965.09' E 22.16'	P.I. STA. 74+27.67 Δ 103°-23'-57" LT. R 500.00' D 11°-27'-33" T 633.10' L 902.33' E 306.73'



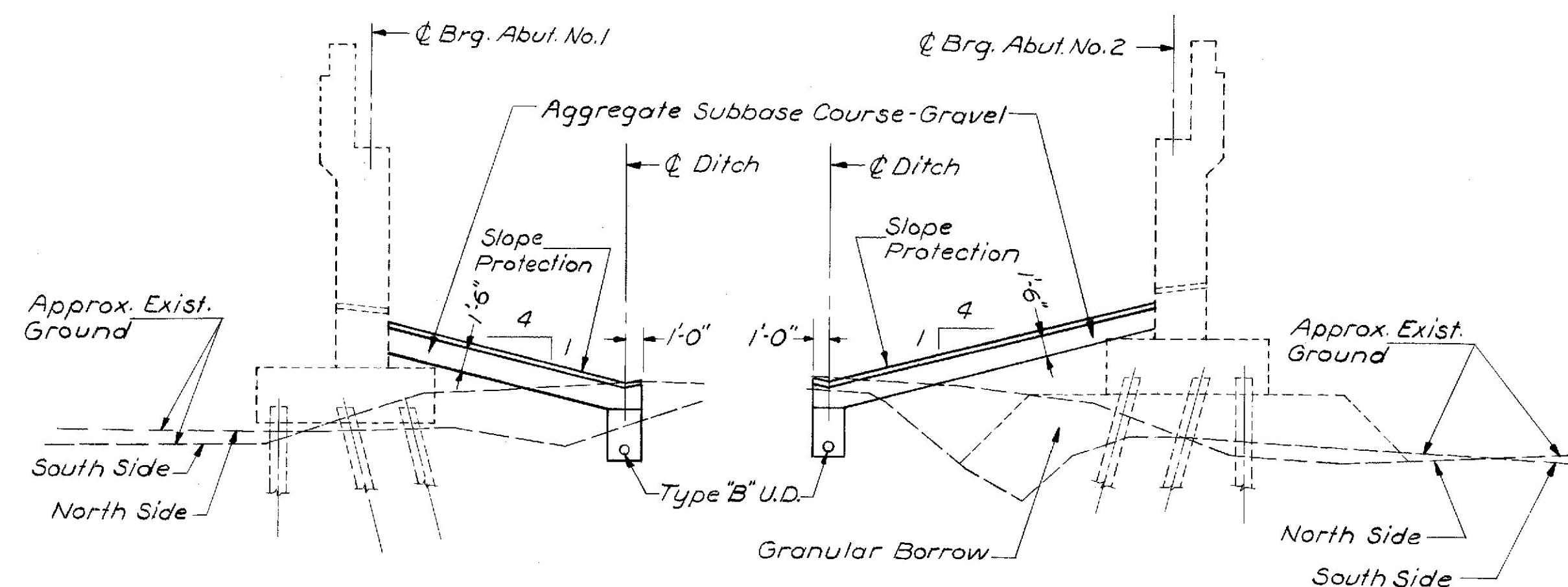
GEOMETRICS LAYOUT SHEET
U.S. ROUTE 1 & I-295
SOUTH PORTLAND
SCALE: 1" = 100'



PLAN
1" = 20'

NOTES:

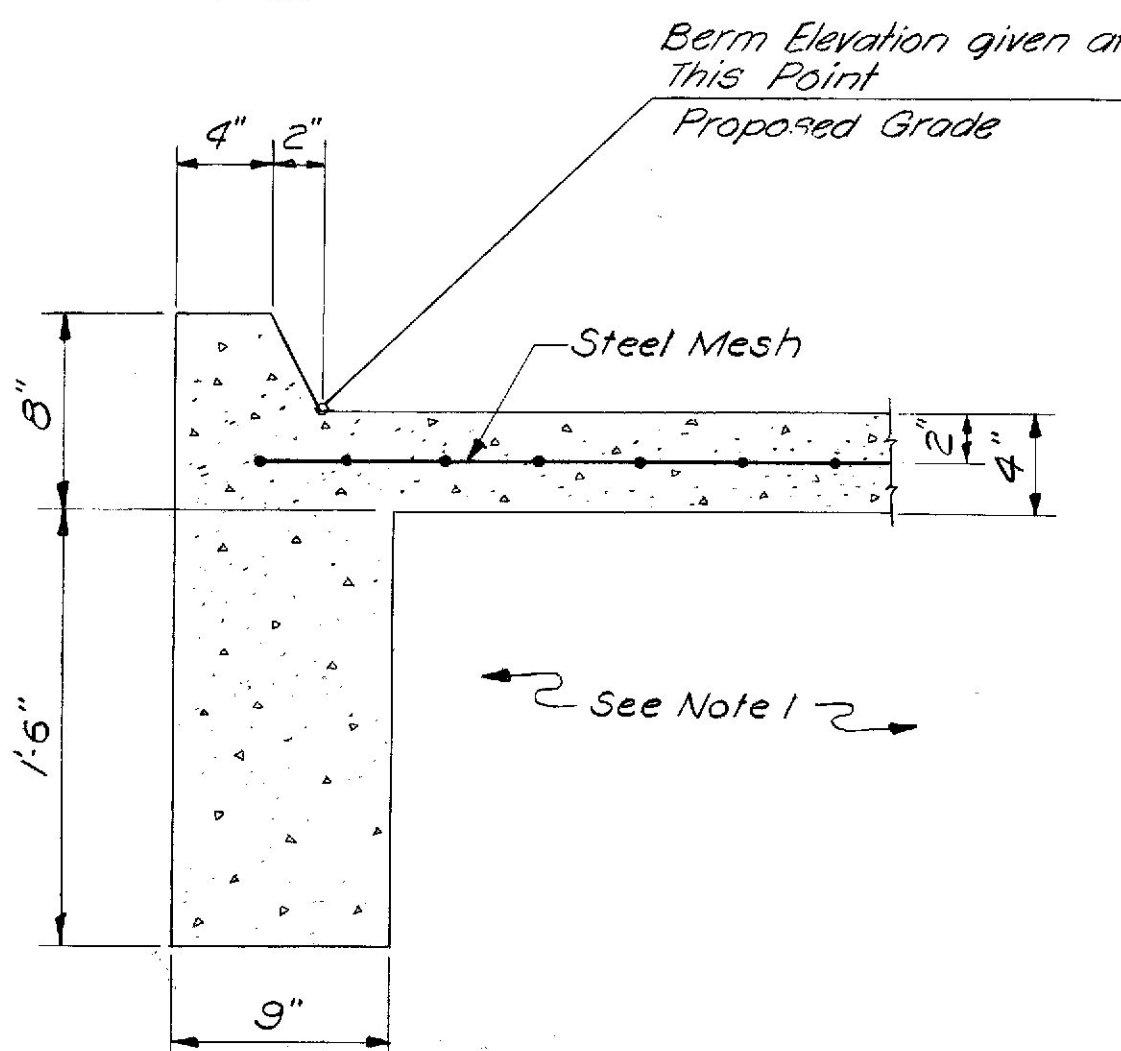
1. The 18" of Aggregate Subbase Course-Gravel under Slope Protection may be reduced or omitted, if in the opinion of the Engineer the existing material is suitable.
2. Break bond at construction joints with a coat of asphalt paint.
3. Reinforce with #10 gage 6"x6" steel mesh, not to pass through construction joints.
4. Dummy joints shall be made with a sidewalk edging tool to a depth of 4".
5. Edges of construction joints shall be finished with a sidewalk edging tool to a depth of 4".
6. All concrete to be Class "Y".



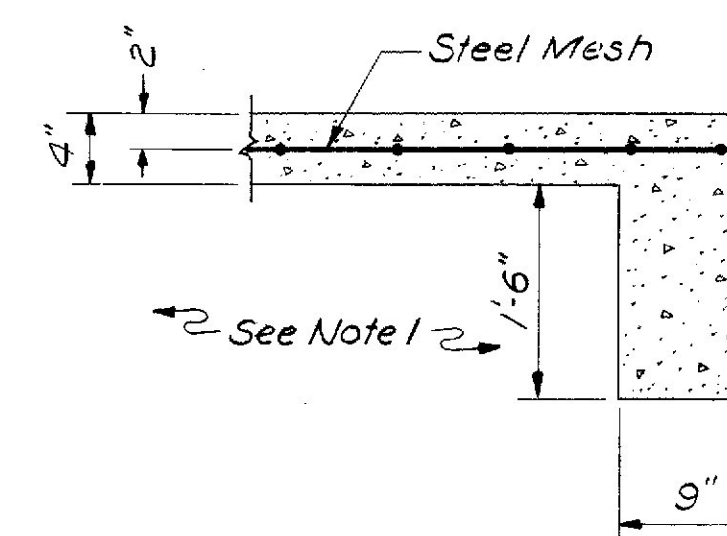
SECTION A-A
8" = 1'-0"

SECTION B-B
8" = 1'-0"

NOTE:
Abutments and Granular Borrow
are not part of this contract.



SECTION C-C
1/2" = 1'-0"

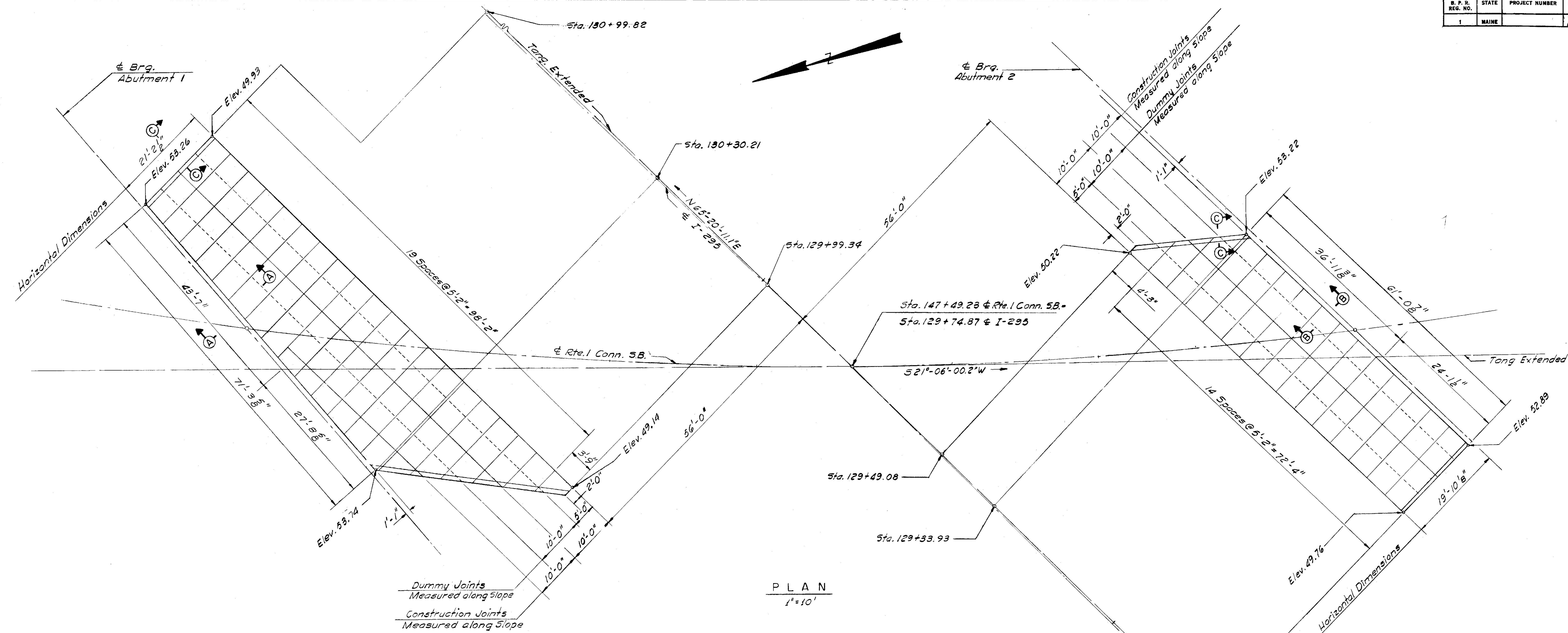


SECTION D-D
1" = 1'-0"

HOWARD, NEEDLES, TAMMEN & BERGENDOFF
CONSULTING ENGINEERS

NEW YORK BOSTON KANSAS CITY

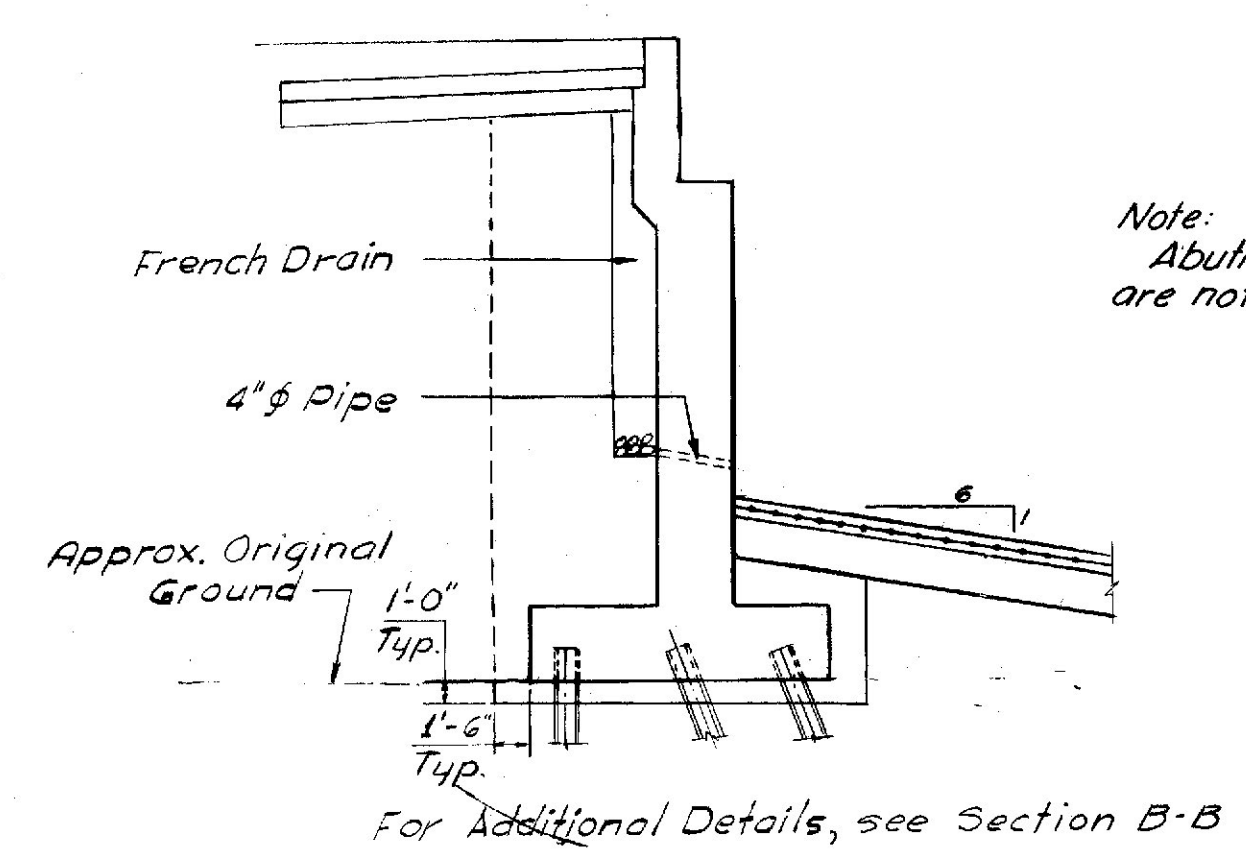
DESIGN - G.U.J.	DETAIL - R.D.F.	BRIDGE NO.
TRACE -	CHECK - R.E.F.	SURVEY -
STATE HIGHWAY COMMISSION BRIDGE DIVISION		
I - 295		
OVER		
STATE ROUTE 703		
IN THE CITY OF		
SOUTH PORTLAND		
CUMBERLAND COUNTY		
SLOPE PROTECTION		
SHEET	OF	AUGUSTA, MAINE



PLAN
1"=10'

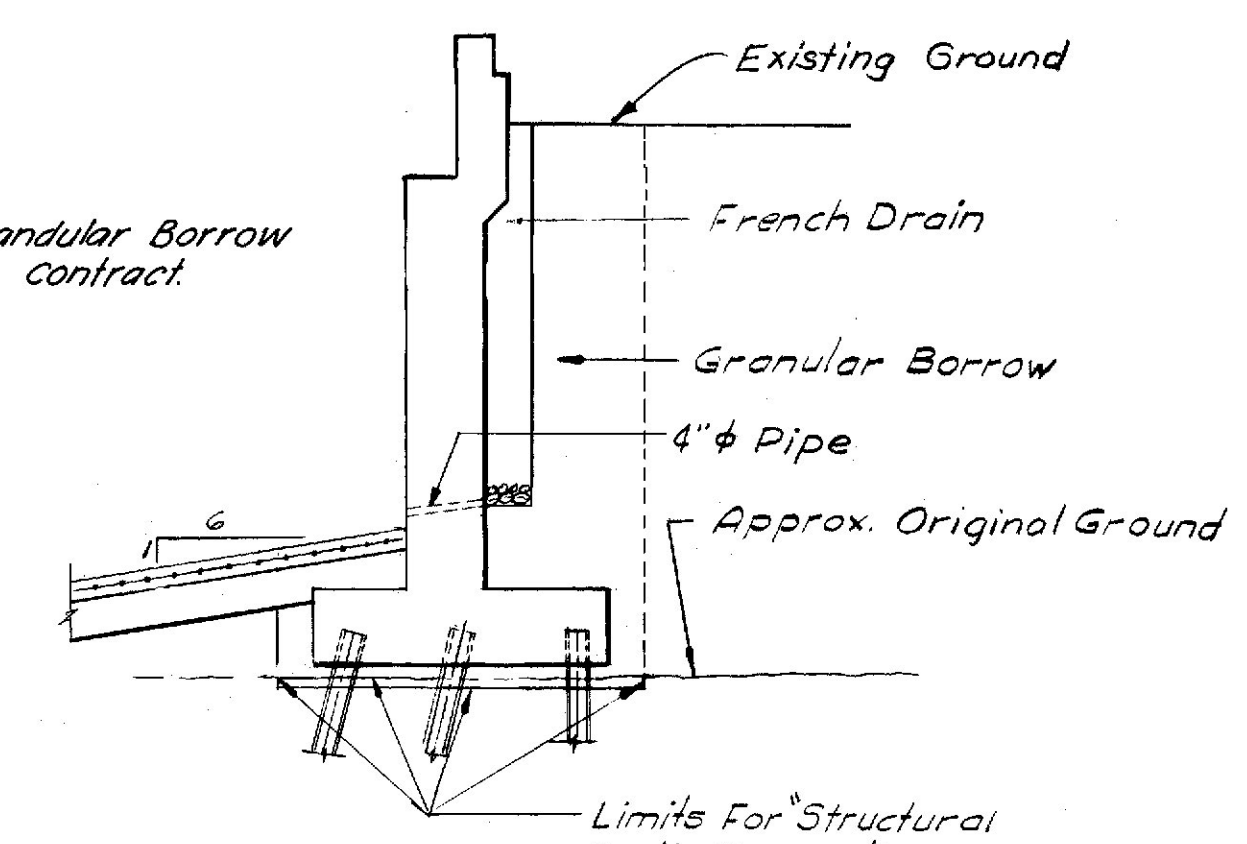
NOTES:

1. Break bond at Construction Joints with Suitable Coat of asphalt paint.
2. Reinforce with 6"x6"x10 Gage Steel Mesh, not to pass thru Construction Joints.
3. The 18" of Aggregate Subbase Course Gravel under the Slope Protection may be reduced or omitted, if in the opinion of the Engineer the existing material is suitable.
4. Dummy joints shall be made with a sidewalk edging tool to a depth of 4".
5. Edges of construction joints shall be finished with a sidewalk edging tool to a depth of 4".
6. All concrete to be Class "Y."

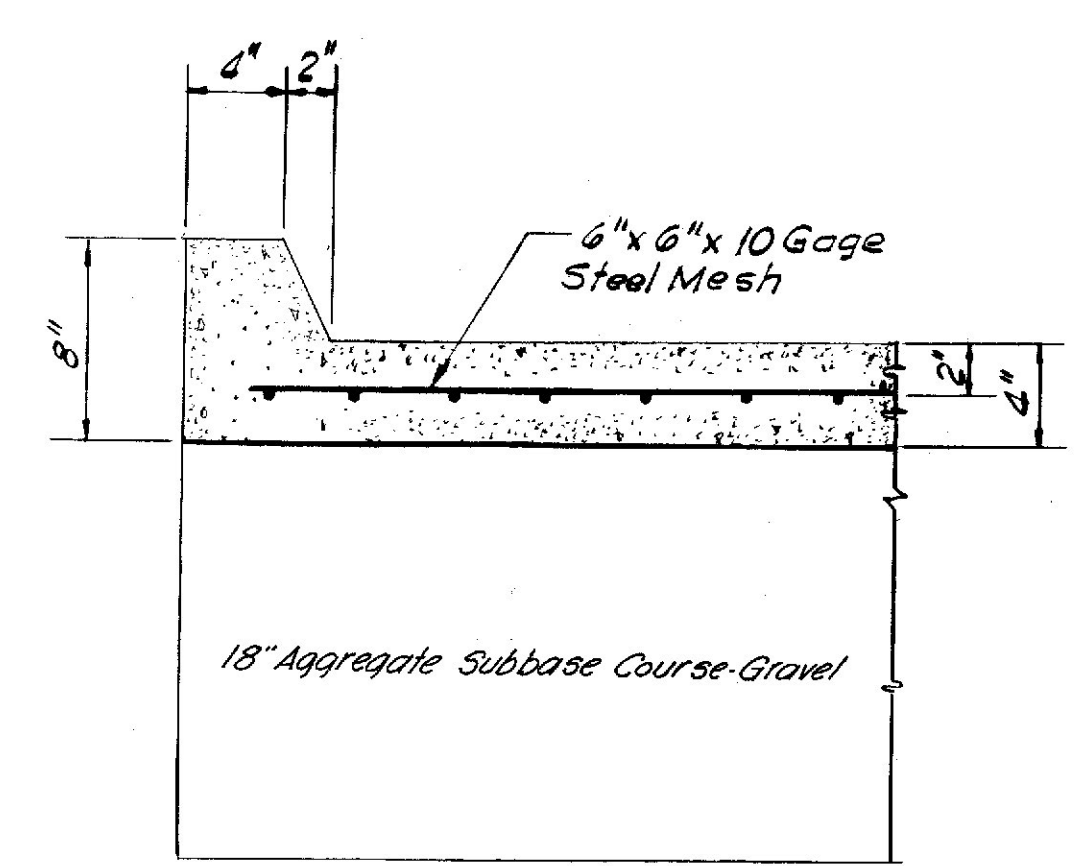


SECTION A-A
1/8"=1'-0"

Note:
Abutments and Granular Borrow are not part of this contract.



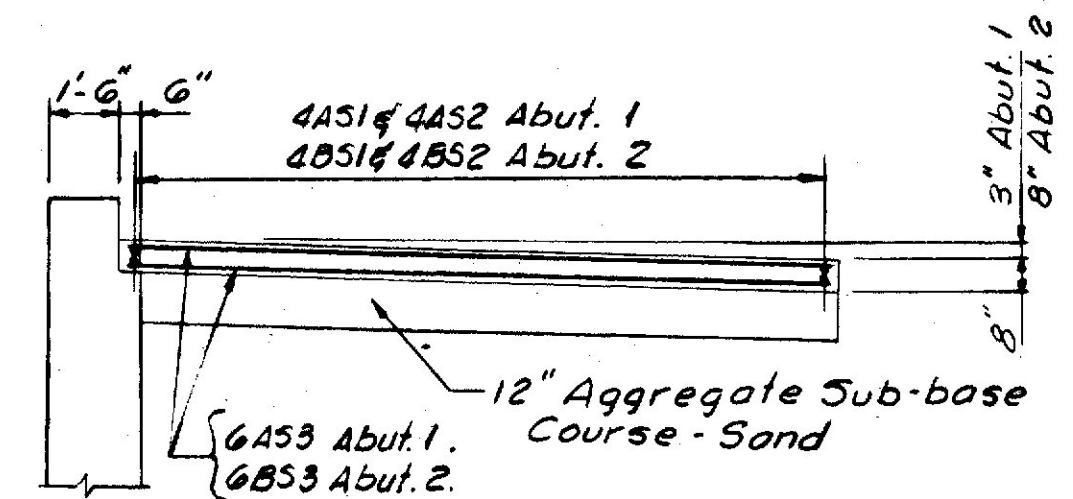
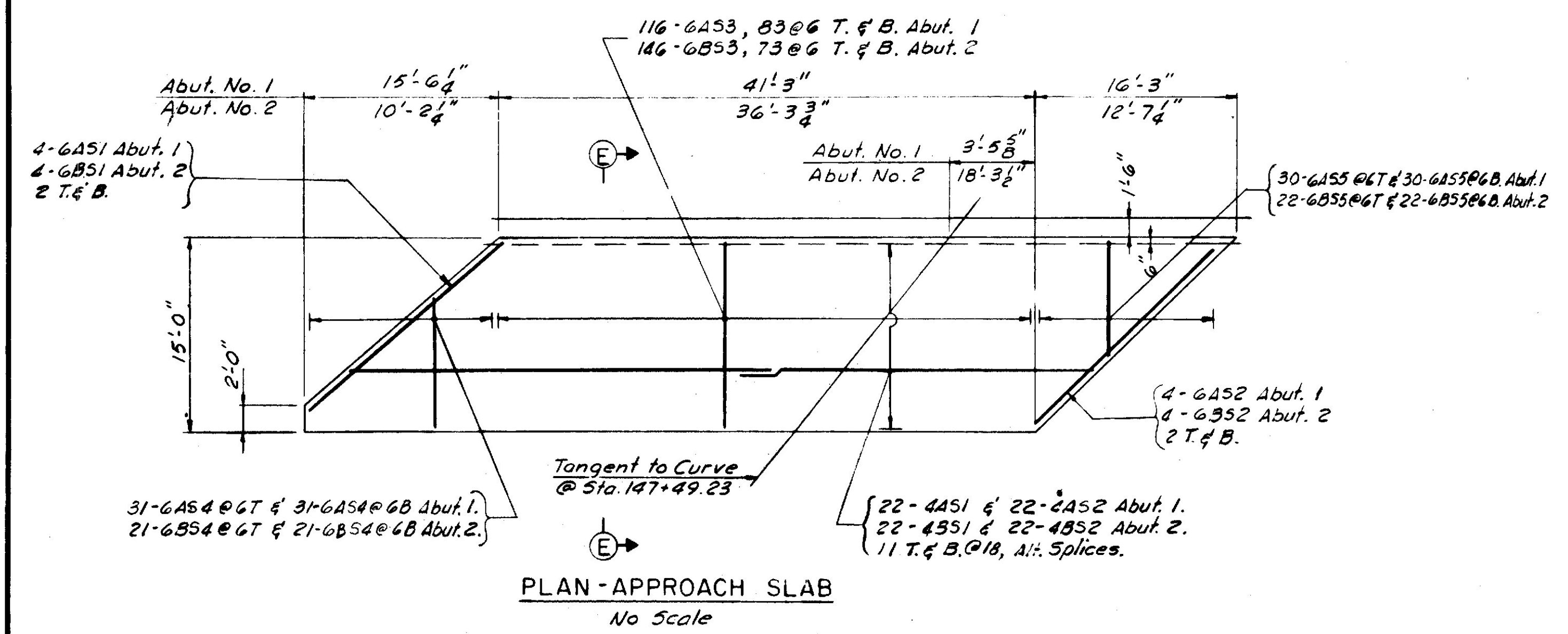
SECTION B-B
1/8"=1'-0"



SECTION C-C
1/2"=1'-0"

DESIGN - A.A.L. DETAIL - J.R.A.	BRIDGE NO.
TRACE - G.U.J.	SURVEY -
CHECK - G.U.J.	PLOT -
STATE HIGHWAY COMMISSION BRIDGE DIVISION	
ROUTE 1 CONNECTOR S.B.	
OVER	
I-295	
IN THE CITY OF	
SOUTH PORTLAND	
CUMBERLAND COUNTY	
SLOPE PROTECTION	
SHEET OF AUGUSTA, MAINE	

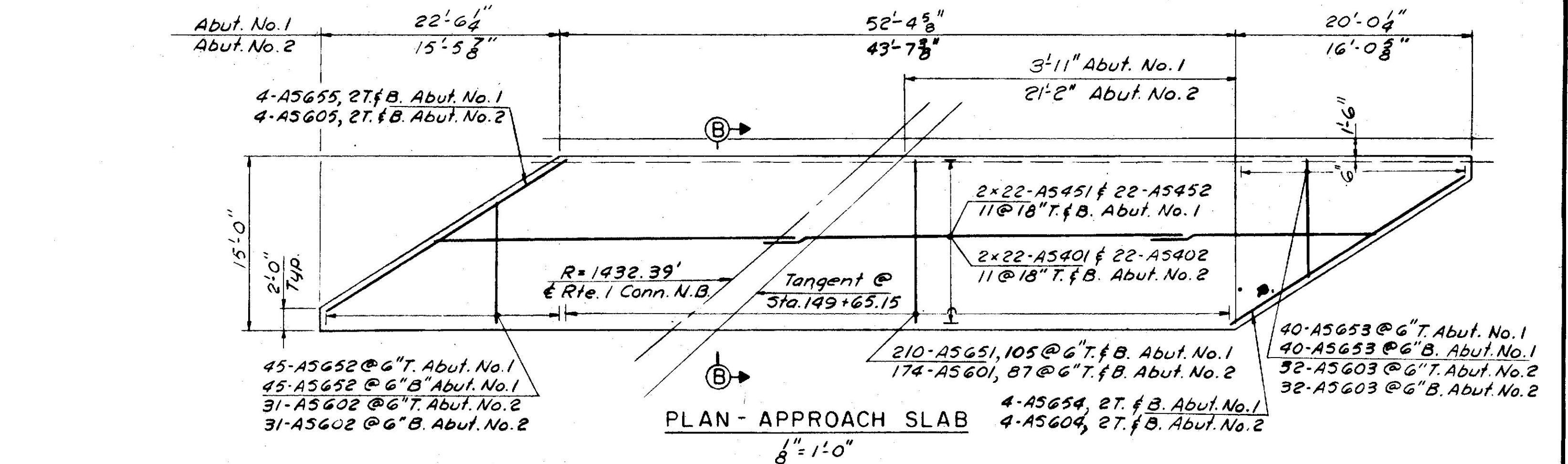
HOWARD, NEEDLES, TAMMEN & BERGENDOFF
CONSULTING ENGINEERS
NEW YORK BOSTON KANSAS CITY



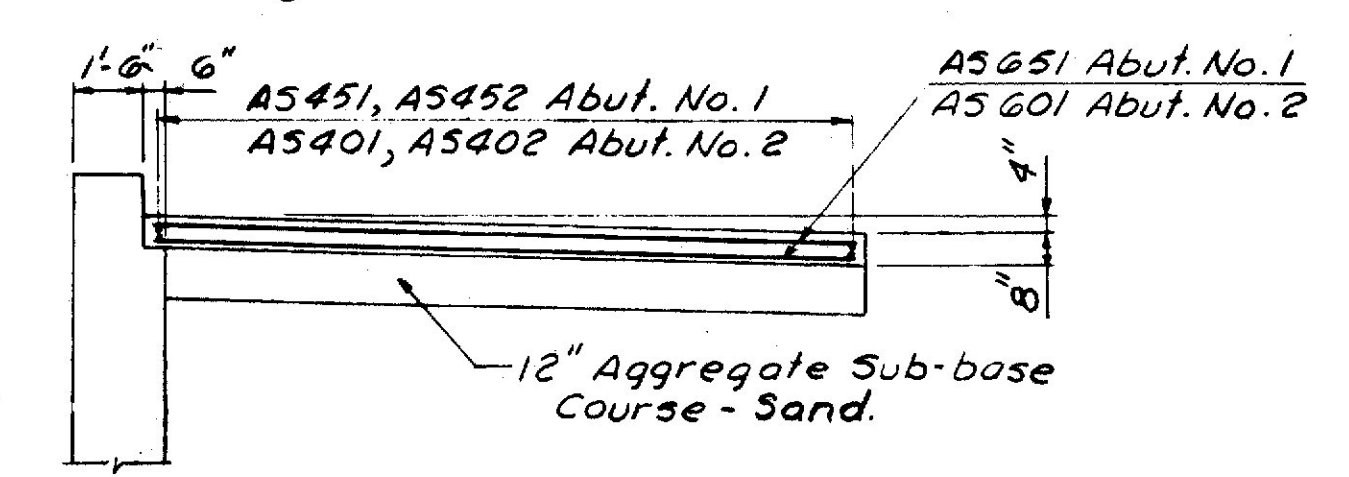
MARK	SIZE	NUMBER	LENGTH	INCR.	LOCATION
APPROACH SLAB, ABUTMENT NO. 1					
STRAIGHT BARS					
4A51	4	22	30'-0"		Approach Slab
4A52	4	22	28'-6"		Approach Slab
6A51	6	4	19'-9"		Approach Slab
6A52	6	4	21'-6"		"
6A53	6	166	14'-6"		"
6A54	6	62	2'-0"	5"	" 2 Groups of 31
6A55	6	60	2'-0"	5 1/2"	" 2 Groups of 30
APPROACH SLAB ABUTMENT NO. 2					
STRAIGHT BARS					
4B51	4	22	30'-0"		Approach Slab
4B52	4	22	20'-0"		"
6B51	6	4	16'-0"		"
6B52	6	4	19'-0"		"
6B53	6	146	14'-6"		"
6B54	6	42	2'-0"	7 1/2"	" 2 Groups of 21
6B55	6	44	2'-0"	7 1/2"	Approach Slab 2 Groups of 22

Note:
Approach Slab at
Abut. #1 only to be
built on this Contract.

SOUTHBOUND over I-295



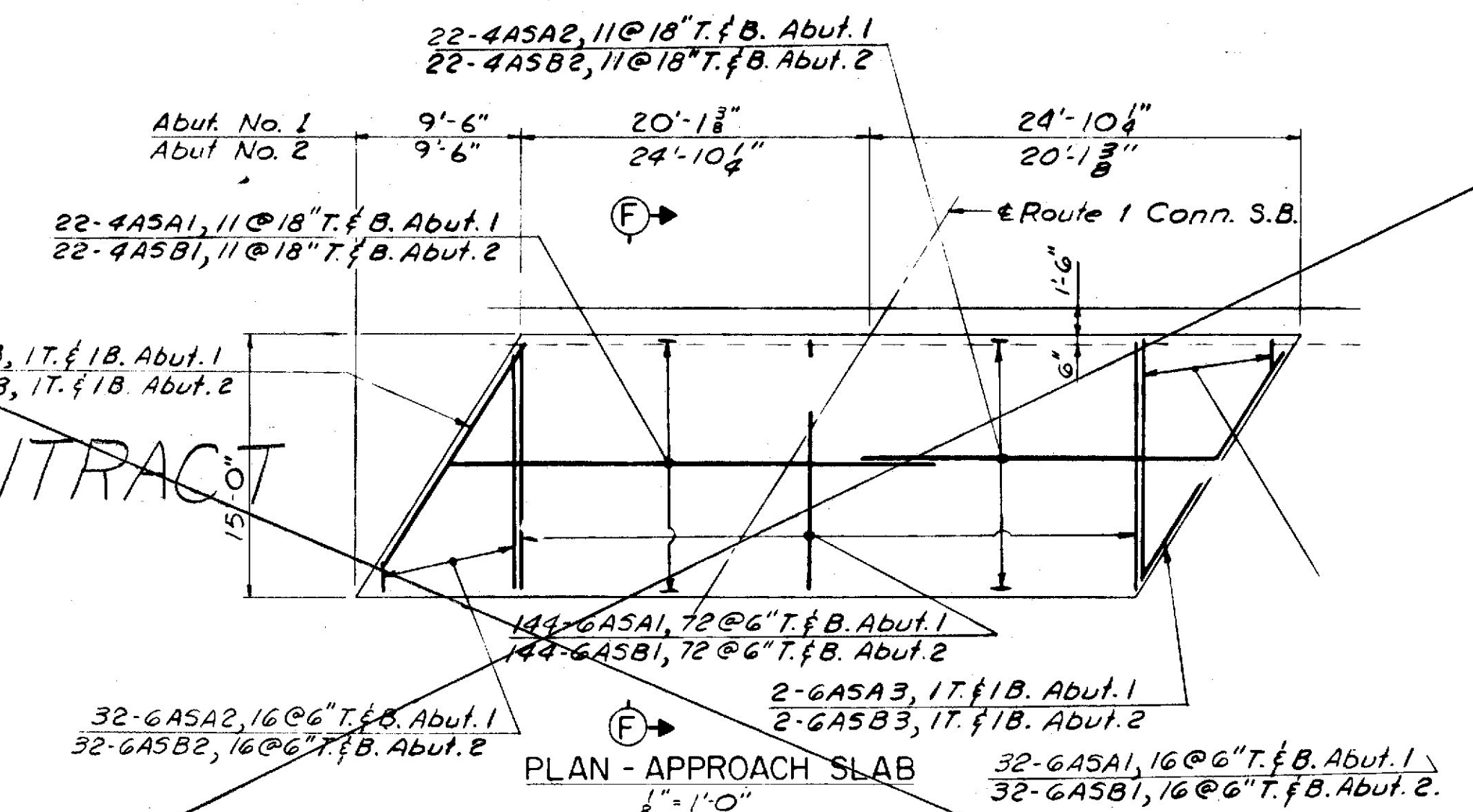
MARK	SIZE	NUMBER	LENGTH	INCR.	LOCATION
APPROACH SLAB, ABUTMENT NO. 1					
STRAIGHT BARS					
A5451	4	44	25'-0"		Approach Slab
A5452	4	22	26'-6"		Approach Slab
A5651	6	210	14'-6"		Approach Slab
A5652	6	90	1'-6"	3 1/2"	2 groups of 45
A5653	6	80	1'-6"	4"	2 groups of 40
A5654	6	4	21'-6"		"
A5655	6	4	23'-6"		Approach Slab



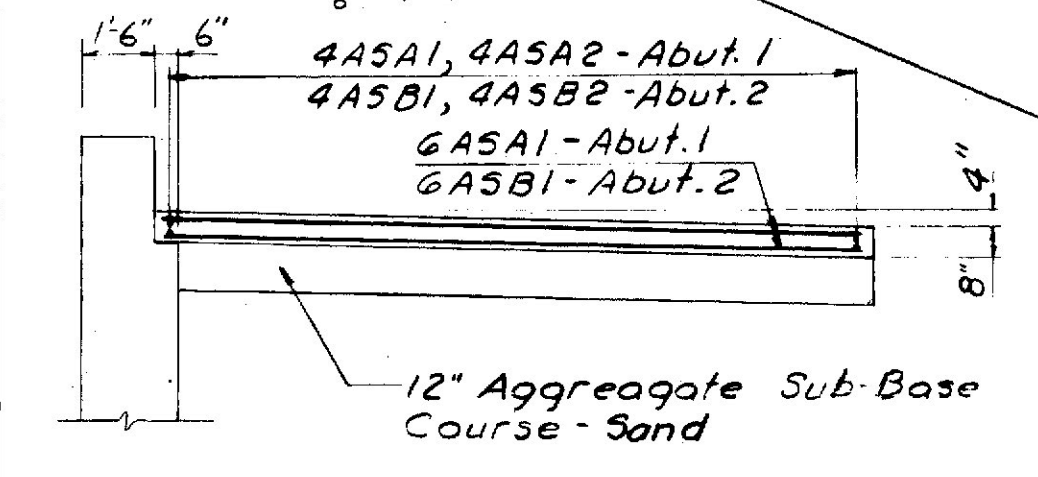
Note:
Approach Slab at Abut. #1
only to be built on this Contract.

NORTHBOUND over BROADWAY

NOT IN CONTRACT



MARK	SIZE	NUMBER	LENGTH	INCR.	LOCATION
APPROACH SLAB ABUTMENT NO. 1					
STRAIGHT BARS					
4A5A1	4	22	30'-0"		Approach Slab
4A5A2	4	22	16'-0"		"
6A5A1	6	144	14'-6"		"
6A5A2	6	64	1'-9"	3 1/2"	4 Groups of 16
6A5A3	6	4	15'-0"		Approach Slab

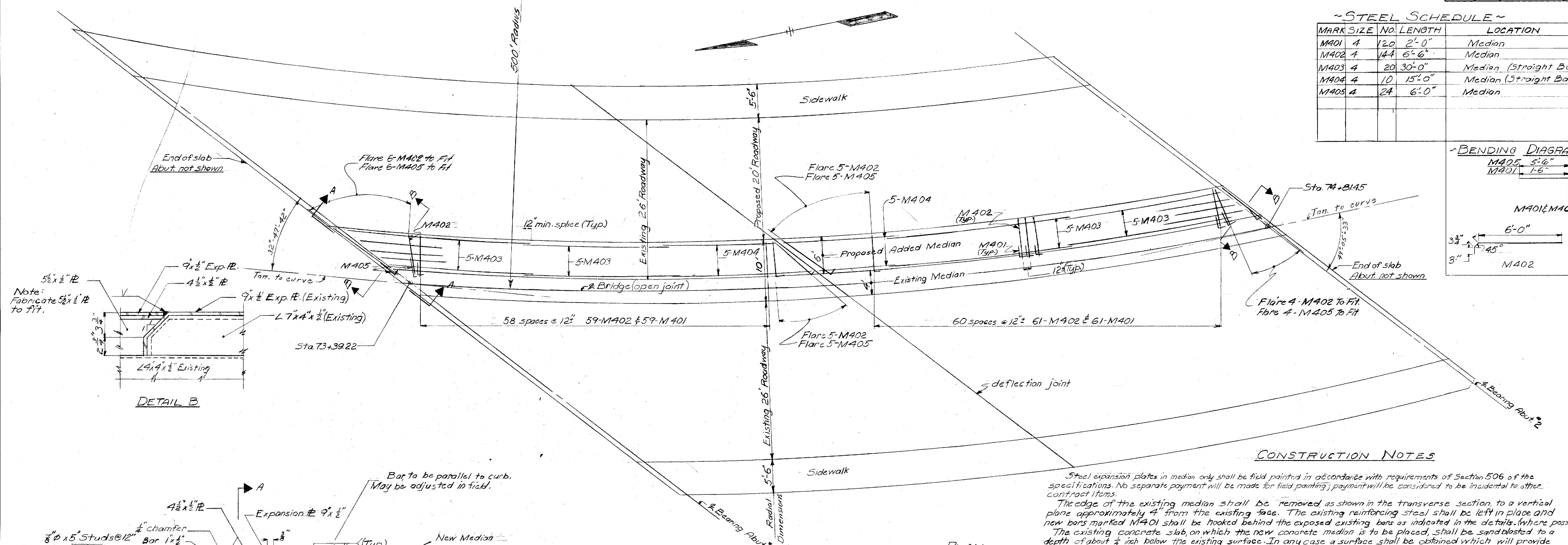
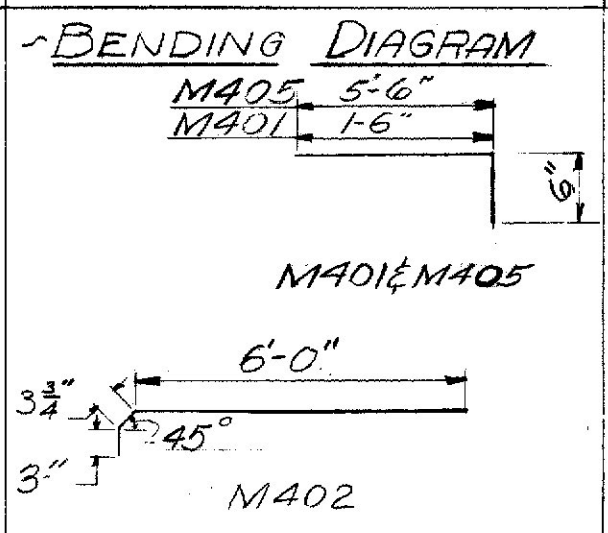


SOUTHBOUND over BROADWAY

DESIGN - TRACE - CHECK -	BRIDGE NO. SURVEY - PLOT -
STATE HIGHWAY COMMISSION BRIDGE DIVISION	
APPROACH SLABS	
ROUTE 1 CONNECTOR SOUTHBOUND over I-295	
NORTHBOUND over BROADWAY	
SOUTHBOUND over BROADWAY	
SHEET OF AUGUSTA, MAINE	

HOWARD, NEEDLES, TAMMEN & BERGENDOFF
CONSULTING ENGINEERS
NEW YORK BOSTON KANSAS CITY

~STEEL SCHEDULE~				
MARK	SIZE	NO.	LENGTH	LOCATION
M401	4	120	2'-0"	Median
M402	4	144	6'-6"	Median
M403	4	20	30'-0"	Median (Straight Bars)
M404	4	10	15'-0"	Median (Straight Bars)
M405	4	24	6'-0"	Median



CONSTRUCTION NOTES

Steel expansion plates in median only shall be field painted in accordance with requirements of Section 506 of the specifications. No separate payment will be made for field painting; payment will be considered to be incidental to other contract items.

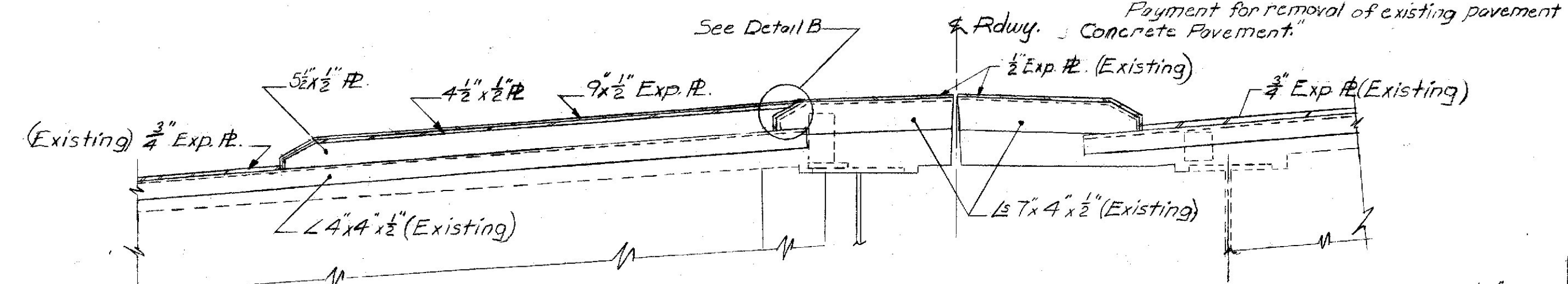
The edge of the existing median shall be removed as shown in the transverse section, to a vertical plane approximately 4" from the existing face. The existing reinforcing steel shall be left in place and new bars marked M401 shall be hooked behind the exposed existing bars as indicated in the details. (Where possible)

The existing concrete slab on which the new concrete median is to be placed, shall be sandblasted to a depth of about 1/4 inch below the existing surface. In any case a surface shall be obtained which will provide good bond to the new concrete. The surfaces of the existing concrete on which the fresh concrete is to be placed shall be drenched with water just prior to placing concrete and shall be kept saturated until the fresh concrete placement is completed.

Install 1/2" preformed expansion joint filler at deflection joint in median. Fasten to concrete with 12d galvanized nails spaced at 12".

Payment for removal of existing pavement will be paid for under the item for "Removing Existing Bituminous Concrete Pavement."

PLAN



VIEW A-A

Showing New Armored Joint Addition at Abut. 1
Armor Joint Addition at Abut. 2 Similar.

MATERIALS

Concrete - Class A
Reinforcing Steel - A615 Grade 40 or 60
Structural Steel - ASTM A36
Hot Bituminous Pavement - *Grading C
Waterproofing - as per Special Provisions
*Another grade of pavement may be used if approved by the Engineer.

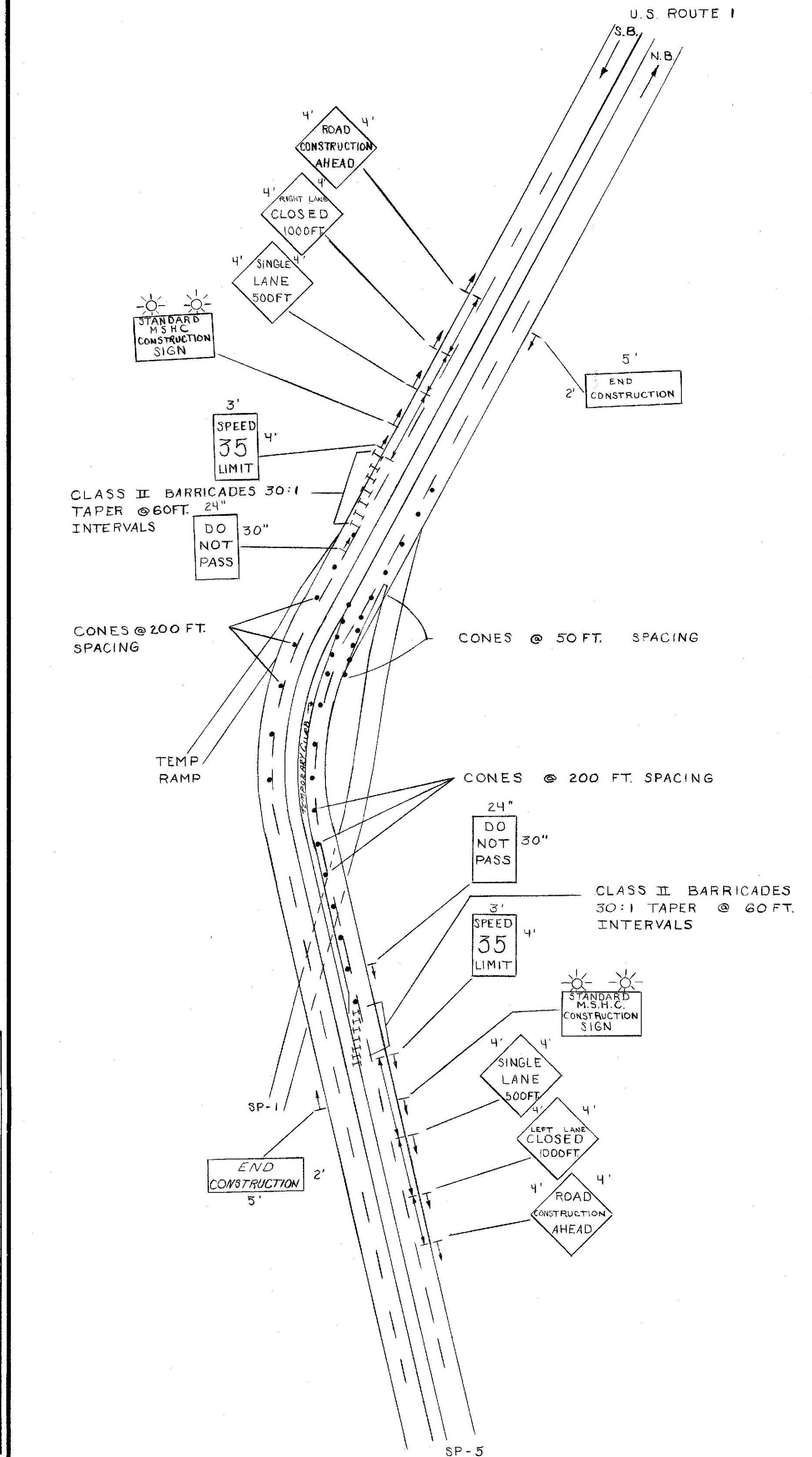
SPECIFICATIONS

Design - AASHTO Standard Specifications for Highway Bridges (1969)
Contract - State of Maine, State Highway Commission
Standard Specifications Highways and Bridges (1968)

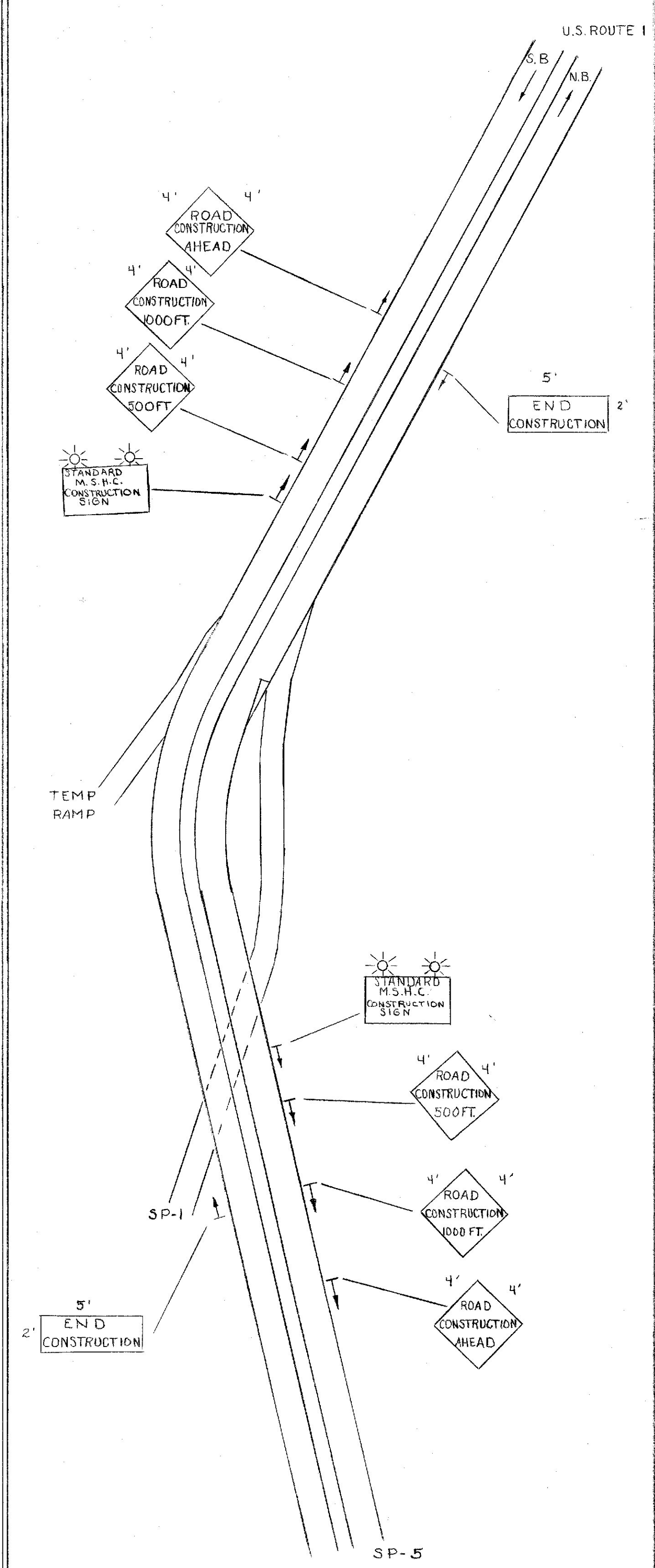
SPECIAL DETAIL ROADWAY RESURFACING AND MEDIAN ADDITION FOR NORTHBOUND LANES ON SOUTH PORTLAND RAILROAD OVERPASS

S.P.R. REG. NO.	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
1	MAINE	I-295-3(47)	24-A	59

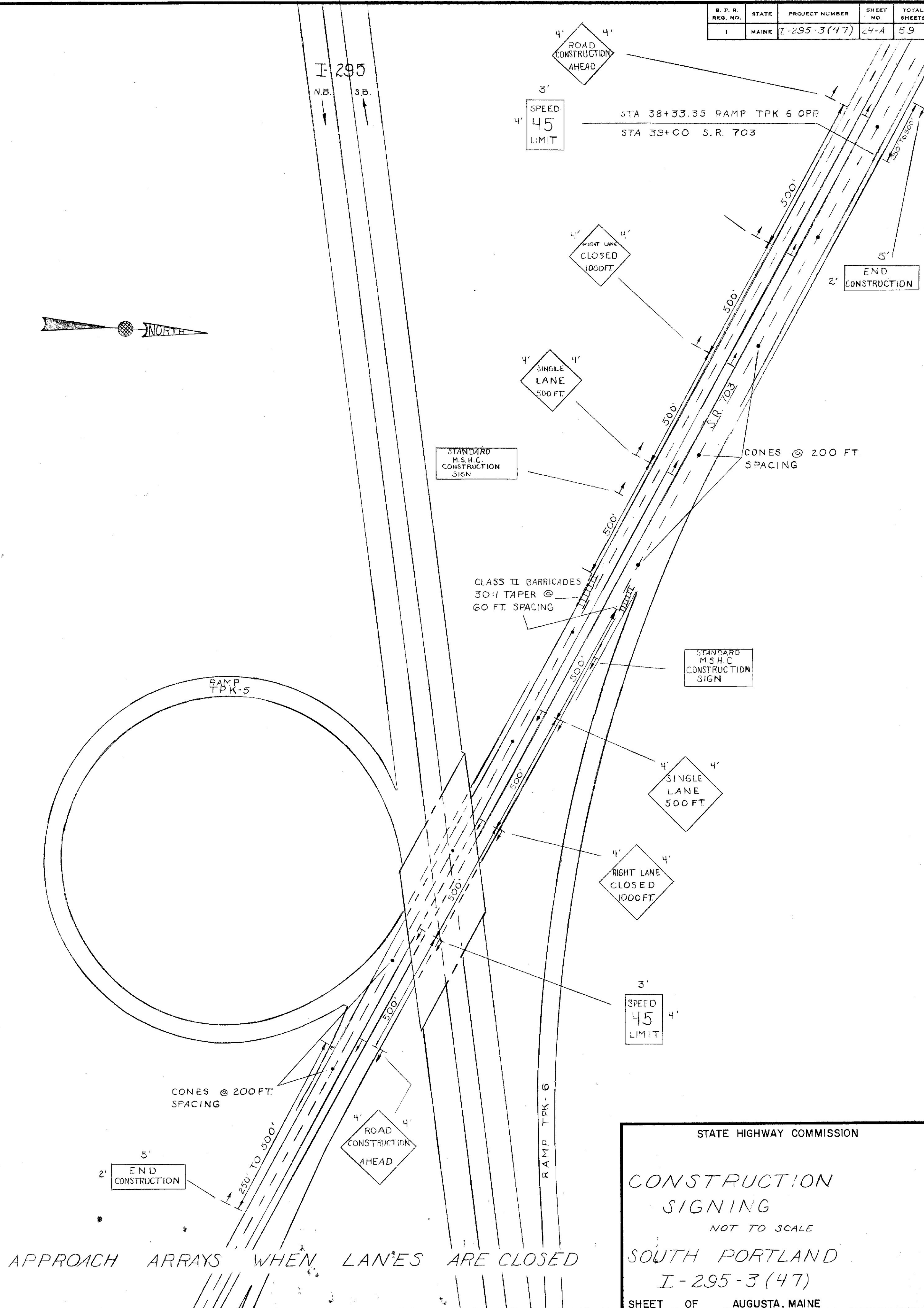
DESIGN - DETAILED	DATE
CHECKED	BY
REVISIONS	
FIELD CHANGES	
PLANS	



APPROACH ARRAYS WHEN LANES ARE CLOSED



APPROACH ARRAYS WHEN NO LANES ARE CLOSED



APPROACH ARRAYS WHEN LANES ARE CLOSED

STATE HIGHWAY COMMISSION

CONSTRUCTION SIGNING

NOT TO SCALE

SOUTH PORTLAND
I-295-3(47)

SHEET OF AUGUSTA, MAINE

